

**PITTSBURGH, HOW
TO SEE IT: A
COMPLETE,
RELIABLE GUIDE
BOOK WITH...**



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HOW TO SEE IT

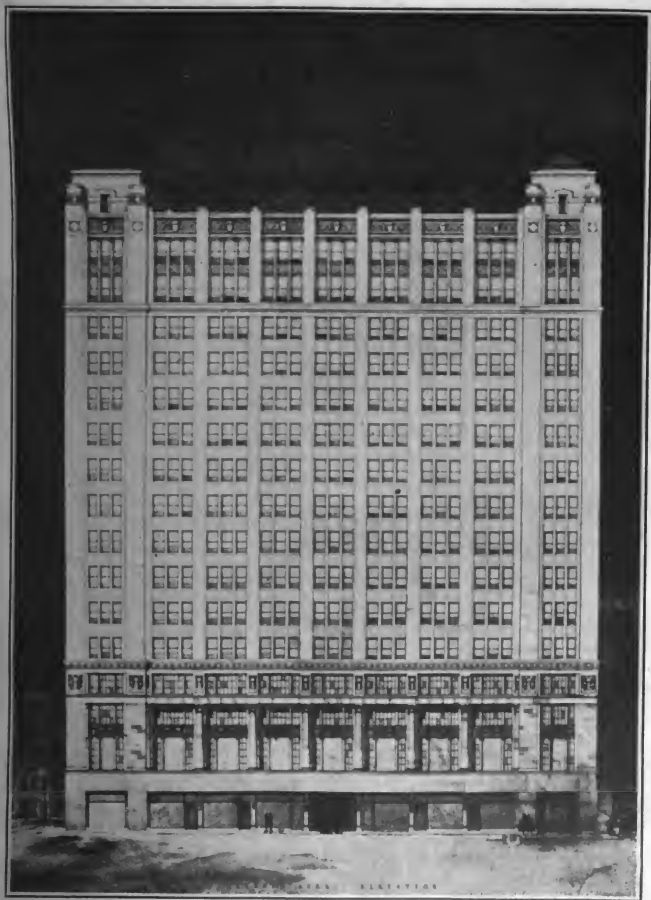
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PITTSBURGH





NEW CHAMBER OF COMMERCE BUILDING
SMITHFIELD STREET AND SEVENTH AVENUE

Pittsburgh
Promotes
Progress

Pittsburgh

How to See It



A Complete, Reliable Guide Book
with Illustrations, the Latest
Map and Complete Index

Arranged and edited by
George T. Fleming

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For ...

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Pittsburgh, How To See It

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THE PITTSBURGHER'S CREED

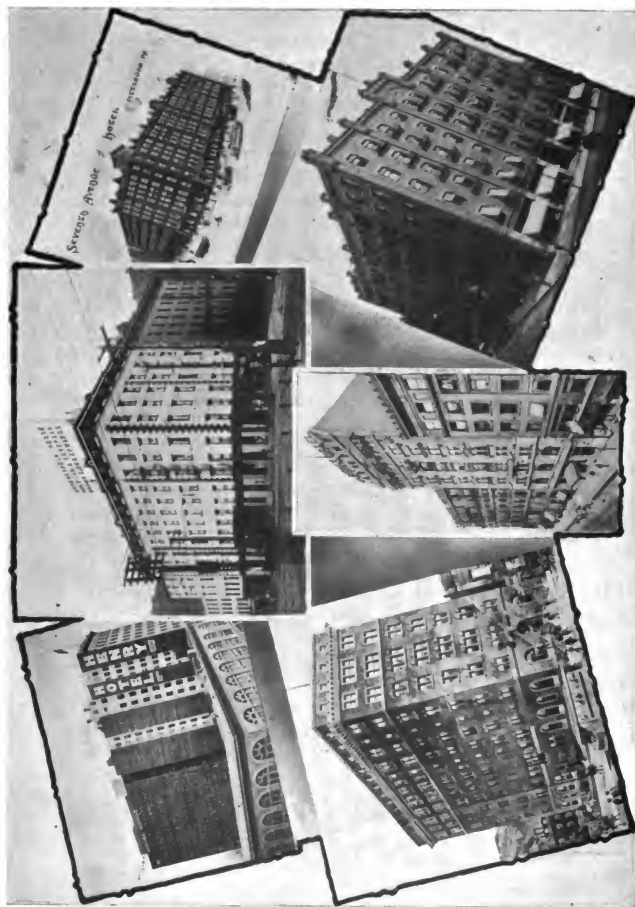
I believe in Pittsburgh the powerful—the progressive. I believe in the past of Pittsburgh and in the future founded on the heritage of that past; of clean living, frugal, industrious men and women of poise, power, purity, genius and courage. I believe that her dominant spirit is, has been, and always will be for uplift and betterment. I believe that my neighbor stands for the same faith in Pittsburgh, altho his expression may vary from mine. I believe in Pittsburgh of the present, and her people—possessing the virtues of all nations—fused thru the melting pot to a greater potency for good. I believe in taking pride in our city, its institutions, its people, its habits.

I believe in the great plans born of initiative, foresight, and civic patriotism in the minds of the great men of to-day; here—now. I believe that the Pittsburghers who truly represent her are those of God fearing lives, scorning ostentation and the seats of the ungodly: building surely, quietly and permanently.

I believe that those who know Pittsburgh love her, "her rocks and rills, and templed hills." I believe that Pittsburgh's mighty forces are reproduced in a mighty people, stanch like the hills,—true like steel.

JAMES G. CONNELL, Jr.

James G. Connell, Jr. was a native of Allegheny County, and for sixteen years identified with the printing paper trade in Pittsburgh. He died October 9, 1914, aged 32 years. He was a man of fine character and engaging personality.

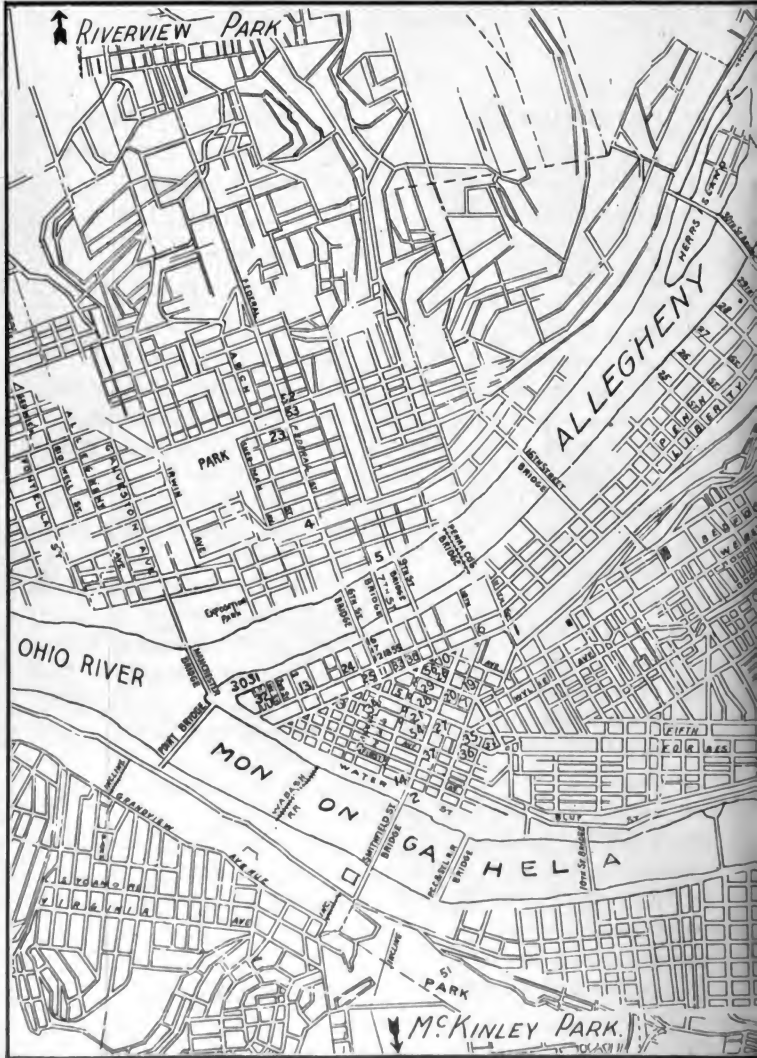


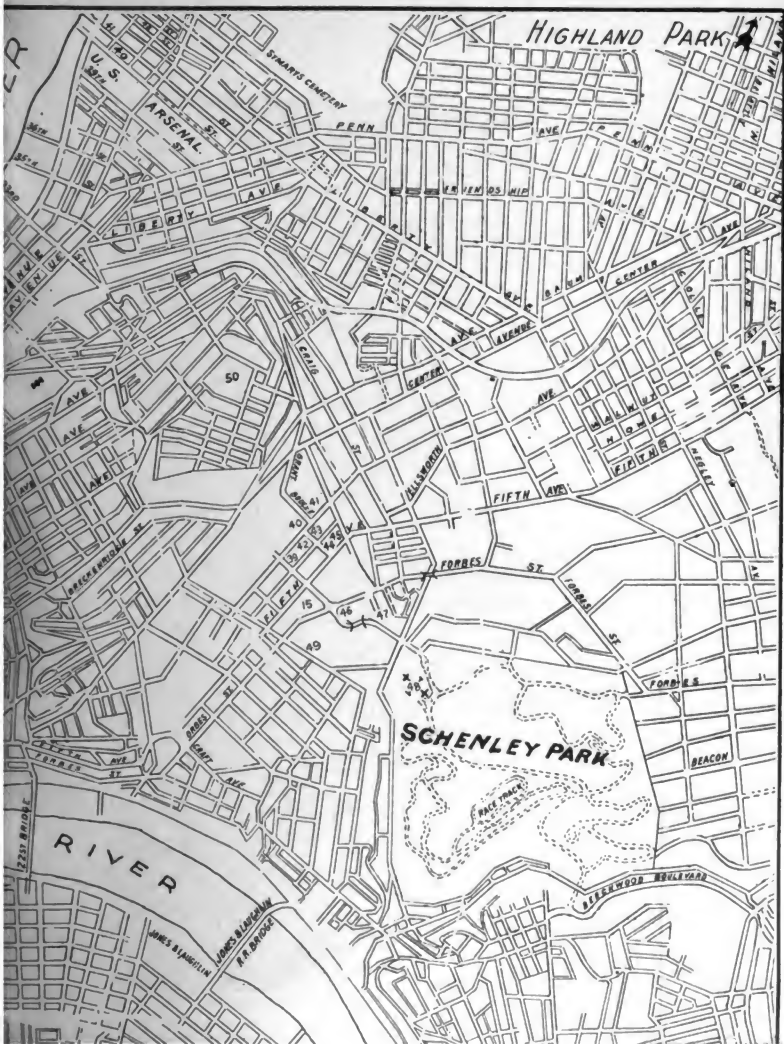
SOME PITTSBURGH HOTELS
 TOP ROW:—THE HENRY; MONONGAHELA HOUSE; SEVENTH AVENUE.
 THE ANNEX, THE ANDERSON.

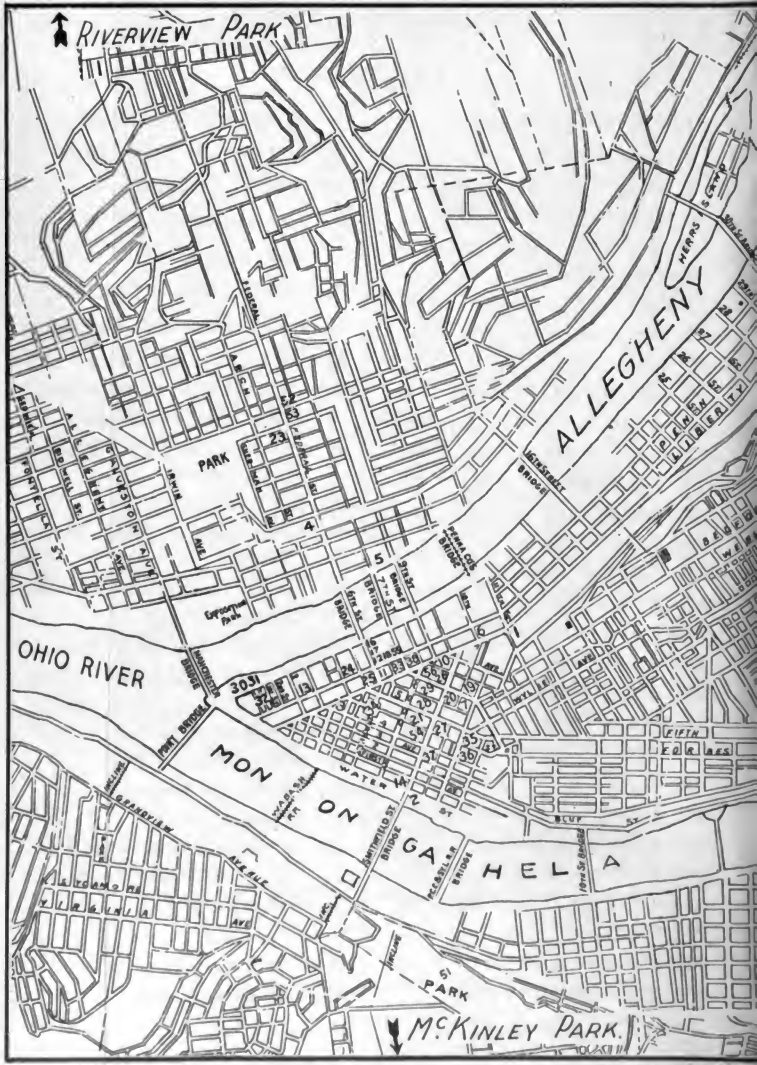
LOWER ROW:—THE LINCOLN;

KEY TO MAP

- | | |
|--------------------------------|--------------------------------------------------|
| 1—Pennsylvania Station | 31—Mechanical Hall, Exposition |
| 2—B. & O. Station | 32—The Bouquet Block House |
| 3—Wabash Station | 33—Chamber of Commerce |
| 4—Federal Street Station | 34—Market Houses |
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| 6—Fort Pitt Hotel | 36—New City-County Building |
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| 9—Henry Hotel | 39—Eighteenth Regiment Armory |
| 10—Seventh Avenue Hotel | 40—University of Pittsburgh |
| 11—Anderson Hotel | 41—Historical Society of Western
Pennsylvania |
| 12—Annex Hotel | 42—Memorial Hall |
| 13—Lincoln Hotel | 43—Syria Temple, Nobles Mystic
Shrine |
| 14—Monongahela House | 44—Pittsburgh Athletic Association |
| 15—Schenley Hotel | 45—Masonic Temple |
| 16—Gayety Theatre | 46—Carnegie Institute & Museum |
| 17—Alvin Theatre | 47—Carnegie Institute of Tech-
nology |
| 18—Lyceum Theatre | 48—Phipps Conservatory |
| 19—Nixon Theatre | 49—Forbes Field |
| 20—Davis Theatre | 50—Herron Hill Park |
| 21—Grand Opera House | 51—Grandview Park |
| 22—Victoria Theatre | 52—Carnegie Library, North Side |
| 23—Boggs & Buhl's | 53—North Side Market House |
| 24—Joseph Horne Company | 54—Harris Theatre |
| 25—Rosenbaum Company | 55—Pitt Theatre |
| 26—Kaufmann & Baer Company | 56—Duquesne Club |
| 27—Kaufmann's, "The Big Store" | 57—Duquesne Garden |
| 28—Campbells' | |
| 29—McCreery & Company | |
| 30—Exposition Music Hall | |









VIEW FROM SOUTH END OF SMITHFIELD STREET BRIDGE LAKE ERIE STATION AT LEFT

Pittsburgh, a City Powerful.

PITTSBURGH has long been world famous and has been justly denominated "Pittsburgh the Powerful." It has achieved primacy in more than one respect. In the United States Census of 1910, Pittsburgh's population is given as 533,905, ranking the City eighth in population and fifth in commercial and industrial importance among the cities of the United States. In the list of Metropolitan districts Pittsburgh is fifth. It is an exceptionally well informed citizen who knows the border lines of the City. In 1915 there were 68 boroughs in Allegheny County of which Pittsburgh is the County seat. Forty of these boroughs are within the Pittsburgh Metropolitan District. Twenty-two are separated from the City by street lines, so that one side of a street is without the corporate limits of the City, and is the boundary line of a borough; perhaps of several boroughs. Eight boroughs are separated from the City by river, but have connecting bridges. Then one finds frequent mention of the "Pittsburgh District" and the "Greater Pittsburgh," practically applied to the same territory and to be distinguished from the Pittsburgh Metropolitan District, in which the Census Bureau includes all the territory within a ten mile radius from the center of the City. The different municipalities, closely knitted together, and contiguous often, form the one great City, and the actual population of that great City is more than one million. Hence the necessity of an accurate and trustworthy guide book, comprehensive and epitomized to the wants of the visitors who frequently throng Pittsburgh.

A news dispatch from Washington, October 27, 1915, shows a material growth and gives some interesting statistics of Pittsburgh. As these are the very latest obtainable they are put in evidence here to show Pittsburgh's steady growth. The dispatch reads:

Pittsburgh has grown since 1910 from 533,905 to a population of 571,984, according to estimates made by the census bureau of populations of cities of 8,000 and over as of July 1, 1915. The estimates are made on the basis of the percentage of increase in the 10 years preceding the last census, and assuming that the rate of increase has not changed the population now would be as estimated by the census officials.

The relative rank of Pittsburgh is not changed by the estimates, and it remains the eighth city in the nation. Those larger are: New York, Chicago, Philadelphia, St. Louis, Boston, Cleveland and Baltimore. According to the estimates, Pittsburgh is gaining on Baltimore, which is now estimated to have 584,605 people, compared with 558,485 in 1910.

Pittsburgh is the metropolis of Western Pennsylvania and the upper Ohio Valley. The official spelling of the City's name is as here, the acts of legislature creating the place a borough in 1794, a City in 1816, the corporate seal of the City so spelling it, and in 1911 the United States Postal authorities conformed to this spelling.

The Banking power of Pittsburgh is significant. The annual clearings are over \$3,000,000,000; capital invested \$642,000,000; wages paid, \$90,000,000; value of the products of the Pittsburgh district, \$578,000,000, and to this last item there can be added the value of the manufactured products \$122,000,000. The surplus of Pittsburgh's 78 banks and trust companies approximates \$100,000,000. Of seven cities in the United States having a banking capital and surplus of over \$25,000,000,000, Pittsburgh is fourth, exceeded by New York, Boston and Philadelphia.

Pittsburgh is conceded to be the iron and steel center of the world. One-third of the bituminous coal produced by the entire country comes from the Pittsburgh district. Pittsburgh is not only a great commercial City, but a great manufacturing City apart from iron and steel products. In the diversified lines of manufacture in which Pittsburgh is pre-eminent and in some of which leads the world, there are to be enumerated air-brakes, aluminum products, cables and accessories, corks and cork products, electrical apparatus, fire-proofing and clay products, glass, railroad signaling devices, rolling mill machinery, steel cars, and turbines and condensers.

Recent census statistics show 2,369 manufacturing establishments in Pittsburgh, with 20,692 salaried employees and 140,000 wage earners engaged in 153 lines of business.

With the three navigable rivers—the Allegheny, Monongahela and Ohio—and twenty-two lines of railroad entering the City available for transportation the tonnage of Pittsburgh is enormous, approximating 175,000,000 tons, its waterborne tonnage exceeding 12,000,000 tons.

For the accommodation of the travelling public and the large transient population, Pittsburgh has now ample hotel facilities, several large, handsome and thoroughly modern hotels having been built within recent years.

In evidence of Pittsburgh's comparative standing as a food center and distribution point for produce and vegetables, there is the fact that Pittsburgh stands third among all the cities in the United States, distributing annually 35,000 cars of such commodities.

Pittsburgh is now a clean City. Its old sobriquet, the "Smoky City," is a misnomer and obsolete. A newer and better one is, the "Steel City." The abundance of natural gas, almost the universal fuel of the homes, largely used also in manufacturing, has tended to clear Pittsburgh atmospheric conditions except under certain weather phases. While coal is still largely used in manufacturing, there is

much improvement owing to recent developments in smoke consumption.

The City's manifold attractions are scattered practically over the Metropolitan district. A visitor with limited time must not expect to see all of them. The itineraries suggested in this book will be found valuable and enable one to see the most interesting sights with the minimum expenditure of time. The tours arranged are definite, covering sections of travel regardless of municipal lines. These tours are arranged to begin and end with one or more lines of rail or trolley transportation close by, so that it is a matter of easily solicited information for the visitor to find the line to take him to his stopping place if he finds this necessary.

The data in this book have been obtained from official sources. It is therefore authentic. Matter relating to institutions, corporations and public affairs especially has been carefully compiled and edited, is up to date, and is as correct as it is possible to make it. Such matter is official and has been furnished or revised by the proper authorities in the various cases. The illustrations prepared especially for this work are not the least appropriate feature of the book. It is hoped the book, to quote a trite expression, "will meet a long-felt want" and fully answer the purposes of its publication.

City Government.—The government of Pittsburgh is operated under a charter granted by the Commonwealth of Pennsylvania. This charter broadly defines the powers and duties of the City and its officials. The Mayor is the chief executive, and a salaried Council of nine members legislates for the City within the powers granted by the charter. The former bicameral council has been abolished. The Mayor is elected by the people on a non-partisan ballot for a term of four years. All measures passed by the Council must be submitted to the Mayor for his approval or disapproval. He appoints all heads of departments, subject to the approval of a majority of the Council. He can veto any ordinance or resolution passed by the Council, and to override a veto the votes of two-thirds of the nine members are necessary. The Controller is elected on a non-partisan ballot for a term of four years. He is the principal financial officer of the City. Every payment by the City must be made through his office. The Treasurer is appointed by the Mayor for the same term. The Council elects its presiding officer and the City Clerk and his assistant. The City has a pension fund for the benefit of veteran employees of the Police and Fire Bureaus, and a disability fund for those killed or injured. Twenty years' service renders one eligible to retirement on half pay for life. An independent pension fund for school teachers is under the control of the Board of Education. The chief departments of the City are: Public Safety, Public Works, Health, and Public Charities. The first includes the Bureaus of Police, Fire, Building Inspection, Electricity, Boiler Inspection, Fire Prevention, and the Division of Weights and Measures. The Department of Public Works has the Bureaus of Engineering, Water,

Highways and Sewers, Parks, Lighting, and City Property. The Department of Health has the Bureaus of Sanitation, Child Welfare, Infectious Diseases and Food Inspection. The Charities Department directs the charity work of the City, and has charge of the two "Poor Farm" institutions. Other departments are Law, City Treasurer, Supplies, Assessors, and City Planning. All taxes are paid to the City Treasurer. There are eight police magistrates appointed by the Mayor, and a board of three members likewise appointed for the assessment of water taxes. The Department of Assessors consists of a board of nine members, which makes the City's assessment of real estate for taxation purposes. The City Clerk is clerk of Council and custodian of councilmanic records. The Department of City Planning is directed by a commission of nine persons appointed by the Mayor, who serve without compensation. This commission is empowered to prepare plans, reports, and recommendations for public improvements, and to make suggestions or reports on any public improvement submitted to Council. The Commission makes many original studies, and the law creating it requires that all plans of lots must be approved by the Commission before they can be accepted by the City. There is also the Art Commission, which consists of the Mayor, Director of the Department of Public Works, and seven other persons appointed by the Mayor. The Commission must include one painter, one sculptor and three architects. Nothing intended for ornamentation or commemoration can be erected on any public property without the approval of the Art Commission. This approval is also required for the design for any building, bridge, or other structure to be erected on any land, except bridges to cost less than \$25,000, and buildings to cost less than \$50,000. The Commission has the same power as to any structure a public service corporation may propose to erect on public land. Attached to the Mayor's office are the Bureau of Cost Accounting, Division of Information and Complaint, Bureau of Publicity, Division of Motor Vehicles, and Division of Horses. The police and detectives are under one head, the Chief of Police, with a detective force under the immediate control of a captain. The Bureau of Fire is under the Chief Engineer, who has ten assistants. The apparatus is largely automobile in character and the water supply under the improved conditions of supply and distribution is now adequate. There are sixty-two fire companies and a water tower, but no fireboats in the harbor. The total number of persons employed by the City is 6200. The civil service law for Pittsburgh, passed by the Legislature of Pennsylvania, is administered by a board of three persons appointed by the Mayor, whose term of office run with the Mayor. The law provides that not more than two members shall be adherents of the same political party. The Commission is salaried. A Bureau of Public Morals attached to the Department of Public Safety, consisting of a board of seven persons appointed by the Mayor, was declared by the courts an illegal body, and was discontinued in 1914, but not before its efficiency had been demonstrated.

Municipal Hall, at Smithfield street and Oliver avenue, erected in 1872, has for some years been inadequate for the requirements of the different branches of the City government. Nearly twenty years ago the Public Safety Building, at Sixth avenue and Cherry way, was erected and it has become too small also. A bridge across Cherry way connects with the Nixon Theatre building, where some of the offices of the Department of Public Safety are located, and a bridge from the Municipal Building extends across Oliver avenue to the Henry W. Oliver Building's fourth floor, where the office of the Mayor, the Director of the Department of Public Safety, and some other officials will be found. The Municipal Hall and Safety buildings are now the property of Allegheny County, having been taken over in the deal between the City and County in the erection of the new City and County building on Grant street, on the square adjoining the Courthouse. With the completion of this capacious and elegant structure all the municipal offices will be located in it. As it is, the departments are scattered. The location of the Department of Charities and Corrections is at 439 Second avenue.

HISTORICAL MENTION.

Pittsburgh is a historic City and figures largely in all the accounts of the French and Indian, the Revolutionary, and the War of 1812. Its early history, to use a well-worn phrase, is "written in blood." While the fame of Pittsburgh has come from its prestige and standing as a manufacturing city, it is well to remember that in the history of the United States, Pittsburgh has a large place.

First History. Traders in Indian goods came into the region about the confluence of the Monongahela and Allegheny Rivers, later known as the "Forks of the Ohio," as early as 1730, and in a few years the headwaters of the Ohio became a center of their trading operations. The French and Indians regarded the Ohio and Allegheny as the same stream, and called it the Oyo. Old maps show this. France and England, frequently at war, claimed the region west of the Allegheny Mountains, and on the side of the English, both Pennsylvania and Virginia claimed jurisdiction. The French, down to the surrender of Canada to the British in 1763, derived their right against that of the Iroquois, or Six Nations, to the Ohio country, by virtue of the discovery by La Salle, and of the French resorting to it when no other Indians occupied it but the French allies, the Shawnees, with whom the Iroquois were at war, the Iroquois finally victorious. The Iroquois claimed dominion by reason of this conquest, and the English claimed the country as having been ceded to them by the Iroquois at the treaty of Lancaster, Pa., in 1744. It is to be noted that the French never made any attempts at settlement on the Ohio, as they did further west. The steady increase of the English settlements toward the Alleghenies, the great number of English traders throughout the

country west of the mountains, and, above all, the immense land grants on the waters of the Ohio made by the British Crown, and the Council of Virginia, incited the French to vigorous measures and the expedition of Celeron de Bienville down the Ohio warning off the English, burying leaden plates and posting written notices claiming the territory as far as the Mississippi.

In 1753 the French erected the first of their chain of forts at Presque Isle, now Erie, Pa., and at La Boeuf, now Waterford, Pa., and in 1754, Fort Machault, or Venango, now Franklin, Pa. These activities so alarmed Governor Dinwiddie, of Virginia, that he dispatched George Washington in November, 1753, to the commander of the French forts for the purpose of ascertaining his designs and to warn the French away. This was a futile mission. Washington while at the "Forks of the Ohio" wrote in his journal: "I spent some time in viewing the rivers and the land on the fork, which I think extremely well situated for a fort, as it has the absolute command of both rivers."

In the interest of the Ohio Company, Captain William Trent, with a few Virginia Militia, began to build a fort at the "Forks" in February, 1754. Trent's detachment of 41 men left in command of Ensign Edward Ward, were surprised by a large force of French and Indians who came down the Allegheny in a flotilla of canoes and batteaux, bringing 18 cannon. The Virginians were forced to leave, and their work was demolished. The French then erected a larger work, and named it Fort Duquesne. In the effort to capture this fort the well equipped British expedition under Gen. Edward Braddock met disastrous defeat July 9, 1755, on the Monongahela, eight miles from the fort, at the present towns of Braddock and North Braddock. In 1758, Gen. John Forbes, moving from Philadelphia, led an army of 7,000 men against Fort Duquesne. An advance party of 800, under Major James Grant, attempted to surprise the fort on September 14th, but was overwhelmed and routed. The site of this engagement is now marked by a bronze tablet on the Court House at Fifth avenue and Grant street. The historic hill, for a century known as "Grant's Hill," has been gradually cut away, the last cut in 1913 of 18 feet known locally as the "Hump Cut." The Court House and Frick Building occupy part of the battle field. Nov. 24, 1758, Gen. Forbes was at Turtle Creek, within 15 miles of Fort Duquesne; the weak garrison thereupon burned buildings and blew up the fortifications and magazine, and fled down the Ohio in boats. The next day Forbes occupied the place and named it "Pittsburgh" in honor of William Pitt, Earl of Chatham, the British Prime Minister. A detachment of 200 men, under Col. Hugh Mercer, of Virginia, built a small fort named Fort Pitt, and garrisoned it during the winter of 1758-59. In 1759 Gen. John Stanwix, who succeeded Forbes, constructed the second Fort Pitt, a formidable work, which remained until 1792.

During Pontiac's War in 1763 the fort was vigorously besieged by the Indians, but was ably defended by Capt. Simeon Ecuyer and a

small British garrison from June 27th until August 6th. Col. Henry Bouquet, with 500 British regulars and about 200 frontiersmen, marched from Carlisle, Pa., to the relief of the fort and met and defeated the Indians in a two days' fight at Bushy Run, 25 miles east of Pittsburgh, reaching the fort on August 9th. This battle ground is near the town of Manor on the Manor branch of the Pennsylvania Railroad.

In 1764 Col. Bouquet erected a redoubt, a small brick block house, within the outer walls of the fort, which still stands, the only

structure of Colonial times remaining in Pittsburgh. It was deeded to the local Chapter of the Daughters of the American Revolution by Mrs. Mary E. Schenley, granddaughter of Gen. James O'Hara, of Revolutionary fame, and is preserved by that Society. An Act of Legislature, 1903, exempting such Colonial relics from the operation of the law of eminent domain, insures its preservation. The building is surrounded by warehouses and freight tracks. A small park is maintained

THE BOUQUET BLOCK HOUSE

about the block house, with a lodge house on the plot. This block house is the last vestige of British rule in Western Pennsylvania. It is well worth visiting and instructions how to reach it will come in place when the visitor is guided to that portion of the City, which is known locally as the "Point District," the triangular strip formed by the confluence of the two rivers always called the "Point," in Pittsburgh and so for over a century.

There are other historic points in Pittsburgh, mostly marked by bronze tablets placed either by the Daughters of the American Revolution or the Women's Historical Society of Pittsburgh. These will all be mentioned in place. There are also historic points outside of the City, notably Braddock, and Gen. Anthony Wayne's encampment at Legionville on the Ohio River in 1792. No traces of Braddock's battle are now to be seen, but at Legionville some remains of the earthworks of the fortified camp are still visible. Reference will be made to all historic points when they are reached logically in this story of "How to See Pittsburgh," and this will be when any portion of the City which is under consideration has need of such mention.



CHAPTER I

Arrival in Pittsburgh

From Railroad Stations to Hotels and from one station to another

It may be taken for granted that ordinarily the visitor arrives by train and hence first lands at some depot. From there he seeks a hotel or stopping place. True, many automobile tourists arrive daily but it may be presumed these have their auto route guides and are fully instructed. Again, they have opportunity for asking information enroute and from the corner policemen on all down-town streets.¹ The traveler by train needs instructions first in these pages.

Pittsburgh's topography is hard to understand from maps which show only a plane surface. The visitor needs to know that the City is in three sections primarily—the division lines made by the rivers. These we will designate the Old City, the North Side and the South Side.

The Old City includes the East End district and comprises all the territory between the Allegheny and Monongahela Rivers, a triangular section, beginning at the confluence of the two rivers where they form the Ohio, and gradually widening. The angle at the confluence is known locally and always spoken of as "The Point."

The North Side, the former city of Allegheny, annexed to Pittsburgh in 1907, includes the territory between the Ohio and Allegheny Rivers.

The South Side includes all the territory south of the Monongahela and Ohio Rivers. That part below the Point Bridge (at the confluence) generally referred to as the West End.

Each section has its flat and its hilly portions and each has adjoining boroughs or small municipalities not included in the corporate limits of the City of Pittsburgh. These are taken up and described in detail (see Table of Contents, page 4).

The Old City Section, "Peninsular Pittsburgh," some call it, contains the main business district, except a street or two on the North Side. Of necessity there are other business sections—mostly of a

retail character, localized and generally unimportant to the casual visitor. There are also the many manufacturing districts which will be noted.

The downtown section, or Old Pittsburgh, the original City as it has grown since its inception in 1758, contains all the principal hotels, with the exception of the Schenley, in the Oakland District, which is between Fifth Avenue and Forbes Street, at the Grant boulevard, about three miles from the downtown business section.

The principal railroad stations are downtown and almost in a straight line. Certain street car lines have their terminus at the Pennsylvania Station and pass the Baltimore and Ohio and Pittsburgh and Lake Erie Stations. Other lines from here pass near the Wabash Station. These stations are located as follows:

Railroads.—Twenty-two railroads, that is, main lines and branches, enter Pittsburgh, comprising the lines of the Pennsylvania System, the New York Central Lines, the Baltimore and Ohio, the Buffalo, Rochester and Pittsburgh, the Pittsburgh, Bessemer and Lake Erie (the Carnegie Road), and the Wabash.

The Pennsylvania Lines are the main line from the East; the Buffalo and Allegheny Valley Division; the Conemaugh, formerly the West Penn Division, including the Butler branch; the Monongahela Division; and the Pennsylvania Lines, West, North-West and South-West. The West and North-West lines are the Pittsburgh, Fort Wayne and Chicago (the Fort Wayne Route), Cleveland and Pittsburgh, Erie and Pittsburgh, and Pittsburgh, Youngstown and Ashtabula Railroads. The lines South-West are the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad and branches, generally known as the "Pan Handle Lines" or the Pan Handle Route, the name arising from the route crossing the "Pan Handle" of West Virginia.

The Baltimore and Ohio System unites four divisions at Pittsburgh, viz.: the Pittsburgh, Wheeling, Youngstown and Akron (formerly the Pittsburgh and Western Railroad), and the Butler, Foxburg and Kane Divisions.

The New York Central Lines at Pittsburgh comprise the Pittsburgh and Lake Erie Railroad, the Pittsburgh, McKeesport and Youghiogheny, and the Pittsburgh, Chartiers and Youghiogheny (a feeder line). In 1913 a connection was made at Connellsville by the Pittsburgh, McKeesport and Youghiogheny with the extension of the Western Maryland Railroad, thus giving Pittsburgh another line to the seaboard. The Pittsburgh, McKeesport and Youghiogheny is really the Monongahela and Youghiogheny Divisions of the Pittsburgh and Lake Erie Railroad.

The Wabash, formerly part of the Gould System, comes in from the West by the Wabash-Pittsburgh Terminal Railroad with the West Side Belt line to Clairton as a feeder. The Wabash enters the City via a tunnel under Mt. Washington coming out on to a beautiful cantilever bridge over the Monongahela river at Ferry street.

The Bessemer Line has local terminus at East Pittsburgh, uniting with the Union Railway, the local freight road of the United States Steel Corporation and connecting with its various plants along the Monongahela River. However, passenger trains on the Bessemer enter the City via the Baltimore and Ohio, as will be noted below.

The Buffalo, Rochester & Pittsburgh Railroad enters via the Baltimore & Ohio tracks from Butler, Pa.

The Pennsylvania Main Lines East and West, and the Pan Handle Lines of that system and the Pittsburgh & Lake Erie Railroads, maintain and operate four tracks. Railroad service in Pittsburgh is admirable.

Railroad Stations.—There is no Union railway station in Pittsburgh, each road having its own station, except the Buffalo, Rochester and Pittsburgh, whose trains arrive and depart from the Baltimore and Ohio station. One may hear of the "Union Station" and "Union Depot," but in either mention the Pennsylvania Station at Liberty avenue and Eleventh street is meant. This station was formerly called the "Union Depot," the name applied to the first station on the site, burned during the riot fires in 1877, and also to the building which was erected in its stead and razed to make way for the present structure. When the station was first called the Union Depot, the lines centering there were independent and the Baltimore and Ohio R. R. had not yet entered Pittsburgh. In the course of years all the lines centering at "Union Depot" passed under the control of the Pennsylvania Railroad and are now part of the Pennsylvania System. Previous to the entrance of the Baltimore and Ohio Railroad in 1870, there was a railroad to Connellsville, Pa., known as the Pittsburgh and Connellsville Railroad, whose depot was at Grant and Water streets, where the freight sheds of the Baltimore and Ohio Railroad now are. This road acquired the Pittsburgh and Connellsville, and it is now part of the Baltimore and Ohio's Pittsburgh Division, so that the name "Connellsville Depot" once heard is obsolete—though some few old timers may yet refer to it. If so, the Baltimore and Ohio Station at Smithfield and Water streets, is meant.

From downtown to the Baltimore and Ohio Station, on River avenue between Seventh and Anderson streets, is but a short walk. From the Pennsylvania Station at Liberty avenue and Eleventh street, street cars on Routes numbered 6 and 7 are available turning from Liberty avenue into Seventh street. The station is just across the bridge. At this writing (1916) a new station and freight house is in course of erection but temporary quarters are in use for depot purposes.

To reach this station from the main station of the Baltimore and Ohio at Water and Smithfield streets, one can ride all the way by paying two fares, changing cars at the Pennsylvania Station. Car Routes 37, 43, 44, 50, 51 and the interurbans, passing the Pittsburgh and Lake Erie and the Baltimore & Ohio Stations and proceeding

on Smithfield street, will be used. These routes, and Routes 6 and 7 to the North Side, terminate at the Pennsylvania Station. Routes



BALTIMORE AND OHIO STATION

40, 41, 47 make the loop at Seventh avenue and Liberty will answer to change to routes 6 and 7.

It is understood in proceeding from the River Avenue Station to the Pennsylvania Station Routes 6 and 7 east-bound are to be taken, and at the Pennsylvania Station routes 43 and 44 to the Baltimore and Ohio Station, Water street, and the Pittsburgh and Lake Erie Station, the direction south. In each case opposite to the direction mentioned in the preceding paragraph.

From the River Avenue Station to the Federal Street Station of the Pennsylvania Lines is but a short walk. Go west along River avenue or Isabella street, which parallels River avenue, to Federal street, one block from Seventh street, and turn to right on Federal street. The station is in sight, easily located by the overhead tracks crossing the street.

Remember but local service on the Pittsburgh & Western Division of the Baltimore & Ohio Railroad is provided at the River Avenue Station, but trains for Butler, Foxburg and Kane must be taken there, and trains on the Pittsburgh, Bessemer and Lake Erie Railroad.

From the Wabash Station on Liberty avenue at Ferry street there is no direct car service to the River Avenue Station. North Side car Routes 8, 9, 13, 14, 15, 16, 18 and 19, at Liberty avenue and Market street, or Penn avenue and Federal street will take passengers close to the station, leaving car on Federal street at River avenue or Isabella street, go one block to right. The station is easily seen from the Federal (or Sixth) Street Bridge. The



FEDERAL STREET STATION
PENNSYLVANIA LINES

same car lines as indicated in directions how to proceed from the Wabash Station to the Federal Street Station will answer for transferring to the River Avenue Station.

On the assumption that many arrive daily who must go from one station to another, the above directions have been given place here. The train service can be but adverted to and schedules must be procured at the different stations or railroad offices. Most of the railroads have city ticket offices. These are prominently located as follows: The Pennsylvania Railroad and Pennsylvania Lines, first floor of the Henry W. Oliver Building at the corner of Smithfield street and Sixth avenue; the Baltimore & Ohio, in the same building at the Oliver avenue corner; the Pittsburgh & Lake Erie in the Park Building at Smithfield street and Fifth avenue; the Buffalo, Rochester

& Pittsburgh, in the Oliver Building, adjoining the Baltimore and Ohio, on Smithfield street. The Wabash has no uptown city office, hence it is necessary to go to their Liberty Avenue Station for information. The Western Maryland's Railroad business in Pittsburgh is transacted via the Pittsburgh & Lake Erie connection and passengers desiring the Western Maryland route will resort to the Pittsburgh & Lake Erie Station or city ticket office for information.

Arrival in Pittsburgh.—The Pennsylvania Lines, with their many trains using the station at Liberty avenue and Eleventh street, naturally bring the most travellers into the City. Hence the Pennsylvania Station may be considered first as a point of arrival and the visitor will need instructions first how to reach the hotel of his choice or any of the first class hotels of the City. While this guide book is for all, it is primarily for strangers, those visiting the City for the first time, or perhaps after an absence of some years.

It may be taken for granted that those having friends in the City will have received their instructions previously to arrival and will most likely be met by friends. To such visitors this guide book will come as a souvenir—a record and reminder of what he has seen in Pittsburgh.

It may be conceded also that there are frequent arrivals who have but a few hours to spend in the City—a day at the most, and such will want to make the most of the time at their disposal; visiting such parts of the City as may be desired, large retail stores, the main thoroughfares and other points of interest. Such visitors will find this guide book invaluable.

An office for taxicab and cab service and baggage delivery will be found in the vestibule of the station, and a Bureau of Information at the rear on the left as you come from trains.

First Views of City from Pennsylvania Station.—On emerging from the Pennsylvania Station the visitor faces the west. Two large hotels are in sight. The Fort Pitt, the entrance at Tenth street and Penn avenue, but a block away, easily found and with illuminated signs to direct at night. The other is the new William Penn Hotel, of brick, twenty-one stories high, at Sixth avenue, Grant street, Oliver avenue and Cherry Way, at William Penn Square, two blocks distant from the Pennsylvania Station, opened for guests March 10th, 1916. Smaller hotels will be found along Liberty avenue within a block either way from the station, and on Eleventh street.

Liberty avenue is the main thoroughfare on the right coming from the station; Eleventh street enters at right angles to Liberty avenue and both are crossed by the curved bridge carrying the overhead tracks of the Pennsylvania System's Fort Wayne Route, and its North Western Lines. Looking west the visitor will locate the business section by the number of "skyscrapers" in view. At the left he will find himself fenced in from the hillside of the Grant boulevard under which the tracks of the Pennsylvania's Pan-Handle Route, the

Southwestern lines that within a block, enter a tunnel. He will observe a footbridge at the end of Grant street crossing these tracks, and taking one across the boulevard into Washington place, really a street and formerly known as Washington street. This is a short-cut to trolley cars that traverse Wylie avenue and take one to the "Hill District" of Old Pittsburgh, with two lines to the East End. The other terminus of Washington Place is at Fifth avenue, which makes a



PENNSYLVANIA STATION, LIBERTY AVENUE AT ELEVENTH STREET.

large curve at the Court House, and continues for several miles to the East, the only main thoroughfare downtown which curves. If the visitor wants to go by trolley car to any points reached by Wylie avenue or Fifth avenue trolley lines, he will find it more advantageous to take such cars at the regular stopping places downtown to which he will be directed farther on in this chapter.

Trolley Service to Hotels and Other Railroad Stations.—One side of Grant street on the end known as New Grant street, is occupied by the freight yards and freight buildings of the Pan Handle Route, to be exact, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway. These yards are securely fenced and walled in so that it is not possible to

walk to the business section except along Grant street or Liberty avenue or Penn avenue, via Eleventh street. Turning out off Grant street into Liberty avenue there will be noticed two lines of large trolley cars which are those of the interurban lines to Washington and Canonsburg, Pa., and to Charleroi, and intervening points. Several other trolley routes terminate here, numbered and labeled 50, Carson street to South Thirtieth; 51, Carson street to South Twenty-second street, 44, Knoxville; 43, Neeld avenue, Beechview, and 37, "Castle Shannon via Fair Haven," two suburban routes operated only in the morning and evening rush hours. The large cars turn from Liberty avenue into Grant street, the smaller cars the reverse way.

Any of these cars will take the visitor to the Baltimore and Ohio Station, the Buffalo, Rochester and Pittsburgh trains at the same station, and to the Pittsburgh & Lake Erie Station or "Lake Erie Station." This road is a branch of the New York Central Lines, their cars and rolling stock being so designated. Trolley cars taken at Grant street and Liberty avenue pass several hotels. The Seventh avenue, at the corner of that street and Liberty avenue; get off at Anderson street, formerly Ninth street; the St. Charles, get off at Wood street and Third avenue; the hotel is diagonally across from the stopping corner; and the Monongahela House, at Water and Smithfield streets, the Baltimore and Ohio Station diagonally opposite and the Pittsburgh & Lake Erie Station directly opposite on the south side of the Monongahela River at the end of the Smithfield street bridge. Cars stop directly in front of the Monongahela House on the Water street front. Water street is the thoroughfare along the Monongahela wharf.

Cars turning at Grant street and Liberty avenue will take the traveler within a block and a half of the Hotel Henry on Fifth avenue above Smithfield street. Cars in Pittsburgh stop at the first corner approached except in a few instances down town. Hence to go to the Hotel Henry the visitor alighting from the car, and facing the direction in which it is headed, will cross Wood street and go up Fifth avenue, crossing Smithfield street. The hotel is on the left side of Fifth avenue, a few doors above Smithfield street.

On the way the visitor will have passed the Hotel Newell, on the left side of Fifth avenue, between Wood and Smithfield streets and numbered 354. He can reach the Duquesne Hotel by turning off Fifth avenue at Smithfield street and going to the left one block.

It is a traffic regulation in Pittsburgh that vehicles going East on Smithfield street or towards Liberty avenue, must return on Wood street. Both streets terminate at Liberty avenue. Cars routed on these streets follow the traffic regulation. Hence to return to the Pennsylvania Station from any of these hotels it will be necessary to take a Smithfield street car that goes to the station. The interurban cars, Carson street cars numbered 50 and 51, and number 37, the Castle Shannon line via Fair Haven (the latter mornings and evenings only), land passengers at Grant street and Liberty avenue at the foot of the esplanade (the

wide stone walks) leading to the station. Beechview 43, and Knoxville 44 land passengers at the foot of the steps leading from the esplanade in front and at right of the station. These cars follow the same route as the others mentioned, Liberty avenue, Smithfield and Wood streets, and can be used to reach the depots and the hotels mentioned above in this paragraph. Number 44 cars, after passing the Lake Erie Station, go through the tunnel under Mt. Washington to their terminus in Knoxville, a hill-top suburb on the South Side. Route 43, terminating at Neeld avenue, Beechview, follows the same route as 44 from the south end of the tunnel. All tunnel routes turning at Third avenue and Seventh avenue will transfer to Routes 37, 43 and 44 at the south end of the tunnel, and the reverse.

There are two other car lines that can be taken at the foot of the steps from the Pennsylvania Station esplanade, both turning off Liberty avenue and going to the North Side, or the former city of Allegheny. These cars are numbered 6, "Brighton Road," and 7, "Charles street." The visitor can use them to go to the Seventh Avenue Hotel, leaving car at Liberty avenue and Anderson (9th) street, the hotel facing Anderson street at the corner of Seventh and Liberty avenues. Routes 6 and 7 have their terminals in that portion of the North Side known locally as "Lower Allegheny," as will be explained later on. It is but three blocks from the station to the Seventh Avenue Hotel.

From the esplanade in front of the Pennsylvania Station trolley cars can be seen passing beyond the station on Liberty avenue, that is, towards the East and coming from that direction. These are large cars numbered 86, and designated "East Liberty Express." East Liberty is the local name for the business section of the East End District of the City, contiguous to the East Liberty Station of the Pennsylvania Railroad. Eleventh street is a short street running north and terminating at the Allegheny River. The visitor will not be likely to go beyond Penn avenue on this street. Penn avenue parallels Liberty avenue and is one of the three main thoroughfares from the business section downtown to the East End and the East suburbs. A number of car lines follow Penn avenue; some circle lines, that is to say, cars coming in Penn avenue or westward return on Fifth avenue or Forbes street and vice versa. Cars going in Penn avenue turn at Fifth avenue or Federal street and pass the Fort Pitt Hotel at Tenth street (one block from Eleventh street), the Colonial-Annex at Federal street (Sixth) and turn within two blocks of the Lincoln Hotel on Penn avenue below Stanwix street (formerly Fifth street). Nos. 72 and 79 turning at Fifth and Penn avenues, pass the Newell and Henry Hotels, and go within one block of the Duquesne Hotel at Smithfield street and Oliver avenue. The passenger desiring any one of these hotels will get off cars at Smithfield street and Fifth avenue. Oliver avenue is between Fifth and Sixth avenues. It was formerly Virgin alley, but has been widened into a street. Just above the Duquesne Hotel is the new William Penn Hotel, the side on Oliver avenue.

Trolley Lines on Penn Avenue to Penn Avenue Hotels—Cars coming in on Penn avenue, that is, going west and making the loop in the business section, in addition to Routes 72 and 79, which go up Fifth avenue, are numbered and designated as follows: 88, Frankstown avenue; 89, the same from Twenty-second street, Pittsburgh; 93, The Allegheny Valley, an interurban Route; 94, Sharpsburg and Aspinwall; 95, short line of Route 94 to Twenty-second street, Sharpsburg; 96, Penn and Negley, via Butler street; and 98, Larimer avenue. These lines make the loop at Federal street (Sixth street), or at Anderson or Seventh street, into Liberty avenue and thence via Seventh street to Penn avenue and hence are available only for parties wishing the Anderson, Colonial-Annex and Lincoln Hotels.

Trolley Lines to Hotel Schenley—Any car running east on Fifth avenue or Forbes street will take passengers to the Hotel Schenley. From the Pennsylvania Station Routes 72 and 79, Bloomfield and Forbes, Shady and Penn lines are preferable in point of convenience and directness. A single fare will be charged going west from Eleventh street, as the terminal blocks of the circle lines are between Eleventh street and Penn avenue and Grant street and Fifth avenue; that is to say a passenger getting on beyond Eleventh street will pay another fare after Grant street is passed. Going East on Penn avenue on these two lines, but numbered 91 and 92, the Schenley can also be reached and one fare will be charged, but the route is longer and more circuitous. These circle lines in the railway parlance have their "inside" and "outside" loops. The inside loop is in Forbes street and out Penn avenue, and the outside in Penn avenue and out Forbes street, both running on Fifth avenue from Sixth avenue to Penn avenue. As this seems a strange arrangement of streets, remember that Fifth avenue, making the turn at the Allegheny County Jail at Ross street, crosses Sixth avenue. The Hotel Schenley is between Fifth avenue and Forbes street at the Grant boulevard. If the visitor will walk along Liberty avenue to Smithfield street, thence along Smithfield street to Sixth avenue, he will find a number of cars that will take him to the Schenley Hotel: Routes numbers 63, 64, 65, 66, 67, 68, 71, 73, 75, 76, 80, running on Forbes street or Fifth avenue.

If one wishes to go two blocks further on Smithfield street to Fifth avenue, he can take a car on Routes 63, 66, 68, 72, 75, 76, 79, 80. It will be noted some numbered routes can be taken at Sixth avenue and Smithfield street and these same numbers at Fifth avenue and Smithfield street. These routes make the downtown loop thus: Sixth avenue, Liberty avenue and Fifth avenue, the other numbered routes that come down Sixth avenue make the loop thus: Wood street and Fourth avenue. Some lines turn off Fifth avenue into Forbes street before reaching the Schenley, viz.: 63, 66, 68 and 80. Passengers on the other Fifth avenue lines will get off at Fifth avenue and the Grant boulevard and enter the hotel from the Fifth avenue front. The visitor will find cars turning out of Smithfield street and pro-

ceeding up Sixth avenue. Routes 64 and 65 do so and run on Forbes street and are available. These are large cars designated "Wilkinsburg and East Pittsburgh" and "Bell and Jones," referring to the streets on which they run in North Braddock, their terminal. Visitors will also perceive certain cars marked "short," which means these cars turn back before reaching the route's terminal. However, they pass the Hotel Schenley. The loop routes downtown are immaterial. All of the routes specified in this paragraph pass the Hotel Schenley. The Forbes street stop for the hotel is directly in front of the building at the lower entrance to Schenley Park.

Same Lines to Places of Interest near the Schenley.—These directions as to car routes passing the Hotel Schenley on Forbes street, will apply to Forbes Field, the ball ground of the Pittsburgh Base Ball Club of the National Association; Schenley Park; the Central Carnegie Library and Museum, and the Carnegie Institute of Technology



SCHENLEY HOTEL.

Directions as to car routes on Fifth avenue passing the Hotel Schenley will apply to Memorial Hall, the University of Pittsburgh, the Masonic Temple, Syria Temple, Nobles of the Mystic Shrine, the Pittsburgh Athletic Club and any of the buildings on the Schenley Farms tract. The Grant boulevard, which crosses Fifth avenue at the Schenley Hotel, will be as convenient a point to leave the cars

to go to Schenley Farms district as any point that could be mentioned. All the buildings mentioned are in plain view from the Schenley Hotel, the Memorial Hall facing the hotel, across Fifth avenue.

Trolley Lines from Baltimore and Ohio Station.—This station is at Smithfield and Water streets, at the entrance to the Smithfield street Bridge over the Monongahela River. The Monongahela House is diagonally opposite, and a smaller hotel, the Merchants, is directly across Water street. The visitor on coming out of the station will find cars passing both ways on the bridge, some turning out of Water street, and some going only one way on Smithfield street, that is up, or towards the business section. Some of these latter cars turn off Smithfield street at Third avenue, others turn at Seventh avenue towards Liberty avenue and some the other way, or up Seventh avenue, thence into Grant street and from Grant into Liberty avenue; also lines going into Liberty avenue from Smithfield street. Two of these latter, Routes 43 and 44, go close up to the Pennsylvania Station; three lines, Routes 37, 50 and 51, to Liberty avenue and Grant street, in front of this station, as do also the Washington and Charleroi cars—interurban lines; all returning on Wood street.

To reach an uptown hotel from this station, it will be necessary to take a car that does not turn at Third avenue. Such lines will take passengers to Third avenue and Wood street to the St. Charles Hotel, but the distance is so short that it can be traversed on foot in a few minutes; the route is up Smithfield street to the third street which is Third avenue, and then turn left to Wood street, one block. To reach the two hotels on Fifth avenue, the Henry above Smithfield street, and the Newell below, get off car at Fifth avenue and Smithfield street, turn right for Henry, left for the other; in the first case going up Fifth avenue a few doors, and in the other down. The hotels are on the opposite side of Fifth avenue from where passengers alight from the car. To reach the Lincoln, Anderson and Colonial-Annex hotels, the visitor will have to take a car going down Fifth avenue that turns into Penn avenue. Cars on routes 91 and 92 will do. For the Lincoln Hotel get off at Fifth and Penn avenues; for the Anderson and Colonial-Annex get off at Federal street (Sixth street); the hotels are on opposite corners. There are several smaller hotels on Federal street before the bridge over the Allegheny River is reached and some on the north part of the street across the bridge, to which any car crossing the bridge will carry those desiring. Cars on Routes 8, 9, 13, 14, 15, 16, 18, 19 and 20 cross this bridge, but Route 20 turns off at Lacock street, two blocks from the bridge.

NOTE—It is not thought necessary in the text to further designate the car routes by name, as the route numbers are sufficiently explicit, and all cars are marked by their route number, and the reiterated names but swell the typed page.

There are no transfers downtown from one trolley line to another, so that the passenger from Smithfield street cars taking cars on Fifth avenue going either way must pay another fare.

Arriving at the Baltimore Station and wishing to go to the Hotel Schenley the passenger will take a car on Routes 67, 71 or 73, at Smithfield street and Fourth avenue, cars stopping at lower corner. If business takes one uptown and he wishes to take a car on Fifth avenue he can do so at Market, Wood, Smithfield or Grant streets on cars numbered 63, 66, 68, 72, 75, 76, 79 and 80 and also on Routes 64 and 65, which make the loop on Smithfield street from Fifth avenue to Sixth avenue. The lines pass by or near the Hotel Yoder, a lodging hotel for men, to reach which one must get off at Magee street.

Desiring to go from the Baltimore and Ohio Station to the Duquesne Hotel take cars on Smithfield street in front of the station on Routes numbered 37, 40, 41, 43, 44, 47, 50 or 51 and get off at Oliver avenue. Interurban cars on Washington and Canonsburg, and on Charleroi lines will also answer, and all mentioned in this paragraph are available to reach the Seventh Avenue Hotel, get off at Smithfield street and Seventh avenue from cars 37, 43, 44, 50, 51, and the interurban, and from other routes at Seventh avenue and Liberty avenue, the hotel on the opposite corner from which cars stop. Cars on Routes 37, 43, 44, 50, 51 and the interurban cars will take passengers to the Pennsylvania Station and hence to the Fort Pitt Hotel at Penn avenue and Tenth street. Get off at Liberty avenue and Tenth street, or if on a car turning up Seventh avenue and making the loop via Grant street, get off at the car's terminal, Grant street and Liberty avenue, nearly opposite Tenth street.

The new William Penn Hotel can be reached by any of these lines from the Baltimore & Ohio and Pittsburgh Lake Erie Stations. Get off at Smithfield street and Sixth avenue and turn to right; go up Sixth avenue one block. The hotel opened for guests March 10th, 1916.

Trolley Lines from Pittsburgh and Lake Erie Station.—As the same cars pass this station that pass the Baltimore and Ohio Station the traveller wishing to reach the Pennsylvania Station or any of the hotels enumerated in the paragraph relating to the Baltimore & Ohio Station, he will take any of the cars mentioned in that paragraph, viz.: 37, 38, 40, 41, 43, 44, 47, 50 and 51 and the two interurban lines, remembering that of these numbers 37, 43, 44, 50, 51 and the interurban cars will take passengers to the Pennsylvania Station at Eleventh street and Liberty avenue, and that numbers 43, 50 and 51 carry signs in front which so notify. They read "Pittsburgh and Lake Erie, B. & O. and Pennsylvania Stations."

Trolley Lines at and Near Wabash Station, and How to Reach Hotels and Other Stations.—Passengers arriving at the Wabash Station, which is well down town, at Liberty avenue and Ferry street,

at Diamond street, will find several hotels within a few blocks and many cars turning out of Stanwix street (formerly Fifth street), into Liberty avenue. These are the West End and western suburban routes and not available to reach any of the railroad depots or hotels. To get to the Lincoln Hotel, cross Liberty avenue to Stanwix street, go one



WABASH STATION, LIBERTY, FERRY AND DIAMOND STREETS.

block to Penn avenue, and the hotel will be seen below Stanwix street on Penn avenue. To reach the Anderson and Colonial-Annex Hotels, walk one block up Penn avenue to Federal street (Sixth street), turning from Stanwix street to the right at Penn avenue. These two hotels are at Penn avenue and Federal street, which is as often called Sixth street.

To reach the Monongahela House on foot from the Wabash Station, the most direct way with but one turn is, via Ferry street to Water street, at the river; thence to the left along Water street, three blocks, the hotel on the corner of Smithfield street at the bridge. The route through the market houses via Diamond street can be used also, but the visitor will go to Smithfield street, two blocks after passing through second market building and turn right on Smithfield street to river, or he can walk up Wood street one block, after passing through second market house, to Fifth avenue (the market houses are built over the street) and take any car going towards the river on Wood street, to wit.: Numbers

37 and 38, March 8 routed via Third avenue, 40, 41, 43, 44, 47, 50 and 51 and the large interurban cars marked Washington and Charleroi. The distance from Diamond and Wood streets is six blocks, the same by foot via Smithfield street, from this corner to the hotel.

To reach the Hotel Schenley from the Wabash Station the visitor will pass out of the station and go up Liberty avenue to Jenkins Arcade, up Fifth avenue the short distance to Market street (upper corner here), and take any car going up Fifth avenue, numbers 63, 66, 68, 72, 75, 76, 79 or 80, all of which, except 72 and 79, turn up Fifth avenue from Liberty avenue. Get off at the hotel.

To go from the Wabash Station to the Baltimore and Ohio and Lake Erie Stations, take any line enumerated as available to go to the Monongahela House, as they are both at Smithfield and Water streets, at the bridge. The same cars take you to the Pittsburgh and Lake Erie Station at the south end of the bridge and directly opposite the hotel.

To reach the Pennsylvania Station from the Wabash, take Routes numbered 91 or 92 at Fifth avenue and Market street or Fifth and Penn avenues and get off at Eleventh street, turn right, go up Eleventh street to Liberty avenue; station is in view. To walk follow same directions as given above to reach Seventh Avenue and Fort Pitt Hotels, as both are in sight of the Pennsylvania Station.

The railroad stations at Fourth avenue and at "Birmingham," on the Pennsylvania Lines West, are mainly for commuters, and trains passing these stations arrive and depart from the Pennsylvania Station at Liberty avenue and Eleventh street.

However, on the North Side, at the Federal Street Station of the Pennsylvania Lines, reached from Liberty and Penn avenues at Stanwix street or at Market street and Liberty avenue, except on route number 20, there are many local trains that arrive and depart from that station only. To make certain of these trains consult a local time table, to be had at all hotels. Local trains from the Federal Street Station are for points along the Ohio River; many of which can be reached by trolley lines also.

To reach other downtown hotels it is better to walk unless the weather be unfavorable, as the distance from the Wabash Station that must be traversed before a car is reached that is available, is in some cases half way. Thus to reach the Henry, Newell and Duquesne Hotels, walk up Liberty avenue to Fifth avenue and ride on car up Fifth avenue to Smithfield street, and find the Henry above Smithfield street on Fifth avenue, the Newell below, and the Duquesne at Smithfield street and Oliver avenue, one block up Smithfield street. The distance from Liberty avenue to Smithfield street is three blocks. In unfavorable weather or with heavy baggage, a taxi or cab is desirable.

To reach the Seventh Avenue and Fort Pitt Hotels, take cars at Fifth avenue and Liberty avenue, turning from Fifth avenue

into Penn avenue. Routes 91 and 92 are best. Get off at Anderson street (Ninth street) for the Seventh Avenue, and the hotel is facing you one block away on Liberty avenue, opposite Anderson street. The Fort Pitt Hotel is at Penn avenue and Tenth street. Get off there. To walk to either go straight up Liberty avenue to Anderson street for Seventh Avenue Hotel and to Tenth street for Fort Pitt Hotel.

A number of Penn avenue lines cars going east are also available to reach these two hotels. Routes 88, 93, 94, 95, 96, 98, some of which can be taken at Sixth and Liberty avenues and at Liberty avenue and Sandusky street, (Seventh). These cars turn back into Penn avenue via Seventh street.

To reach the new William Penn Hotel from the Wabash Station the best plan is to take a car on Liberty avenue going up Fifth avenue to Grant street and get off there, at the Frick Building. The hotel is one block away; turn at Grant street to left. The hotel is large and unless hidden by the Frick Arcade, now being erected (1916), should be in plain view.

To reach Y. W. C. A. Central Building.—Many women traveling alone will want to go direct to the Central building of this Association at 59 Chatham street. Having arrived there, if desirous of accommodations at any of the branches of the Association, proper directions and information will be given such inquirers. To reach the Central Y. W. C. A. Building from the Pennsylvania Station, at Eleventh street, walk one block to Penn avenue, cross Penn to upper corner of Eleventh, take car on Route 79, to Fifth avenue and Chatham street. This route carries the sign "Forbes, Shady & Penn," and runs on Fifth avenue to Oakland.

To walk to the building from the Pennsylvania Station, go up the steps at the end of the esplanade in front of the station at the left, cross the Grant boulevard—"Safety First" here: use the



**CENTRAL Y. W. C. A. BUILDING
59 CHATHAM STREET**

tunnel under the boulevard as thousands of auto vehicles use the boulevard and pass often at high speed. Proceed along Washington place to Wylie avenue, three blocks; cross Wylie and turn down, that is to the right from Washington place, two blocks, and find the building immediately below Wylie, turning from Wylie to the left at Chatham street.

From Fifth avenue and Smithfield street; Sixth avenue and Smithfield, and on Fifth below Smithfield street, and on Sixth avenue below Smithfield, Wylie avenue cars can be taken to Chatham street. Routes numbered 82, 83, 84, 85. However, if unencumbered by baggage, the walk from Fifth and Smithfield is short. Go up Fifth avenue, turn left into Wylie at the Court House; Chatham street is the third street crossing Wylie avenue; turn right from Wylie. Route 82 makes the loop Fifth avenue and Smithfield street, Sixth avenue and Smithfield street, except night cars.

From the Baltimore and Ohio Station, any car going east on Smithfield street to Sixth avenue is available; Routes 37, 38, 40, 41, 43, 44, 50, 51, and the large interurban cars. No transfers at Fifth or Sixth avenues. However it is but six short blocks from the B. & O. (also B. R. & P.) stations to Fifth avenue and Smithfield street, where the Wylie avenue lines mentioned in preceding paragraph can be taken, and the distance with but one turn left—at Sixth and Wylie avenues, is about the same as from the B. & O. Station to Sixth avenue and Smithfield street. Wylie avenue cars can also be taken at Fifth and Smithfield before going around the loop via Liberty avenue.

From the Pittsburgh and Lake Erie Station the same cars are available as from the B. & O. Station, and the route is identical.

From the Wabash Station it will be necessary to walk up Liberty avenue to Fifth avenue, where cars on Routes 83 and 85 can be taken to Chatham street via Wylie avenue, and on Routes numbered 75, 76, 79 and 81, to go to Fifth avenue and Chatham street. The car stop nearest Fifth and Liberty avenues is at Fifth avenue and Market street.

Parties arriving via trains at the North Side Station of the Baltimore and Ohio Railroad, and Bessemer trains at the same station, will cross either the Seventh (Sandusky) or Ninth (Anderson) street bridge to Penn avenue. Route No. 79 at Penn avenue and Seventh or Ninth and Routes 75, 76, 80 and 81 at Liberty and Oliver avenues will be available to Fifth avenue and Chatham street. Parties arriving via the Federal Street Station of the Pennsylvania Lines need not be reckoned with, as all through trains reach the Liberty Avenue and Eleventh Street Station. If by chance anyone wishing to go to the Chatham Street Y. W. C. A. leaves the train at Federal Street Station, she is advised to come to Penn avenue and Federal street (Sixth) upper corner, and take a car on Route 79 to Fifth avenue and Chatham street.

Parties desiring to secure rooms in advance at the Y. W. C. A. Central Building, are advised to communicate with the institution in advance, as per instructions under the sub-head Y. W. C. A.

TRANSPORTATION BY TROLLEY LINES.

Except by the steam railways there is no other transportation for passengers in Pittsburgh and the Pittsburgh District than by trolley cars, and they are all surface lines. Subway propositions have been frequent but have failed for lack of the necessary franchise grant from the City. The topography of the City renders an elevated road too costly and as the level portions of the city are well covered by the surface lines, there is no need of an elevated line, unless to help out in the rush hours of morning and evening. The visitor then will look for surface cars only.

There have been many plans considered to better passenger transportation facilities in Pittsburgh and some have been carried to completion. The City some years ago entered upon an era of physical improvement from which it has not yet emerged. Streets were widened and extended, grades altered at congested points, the elimination of steam railroad grade crossings, the regulation of vehicle traffic on certain downtown streets, and other street improvements have been intimately connected with improved transit facilities that tend to enlarge and unify the Greater Pittsburgh.

To this end also the operating railway company has contributed by maintaining schedules, the installation of automatic switches, the operation of more, larger and better cars, with proper heating, ventilation and lighting; the installation also of improved rail and pavements; the increased clearance between cars and curb wherever practicable; much rerouting and additional transfers granted, rehabilitation of many miles of tracks, the withdrawal of worn out and obsolete styles of cars, increased power with larger car houses and repair shops, renewed overhead construction and more feeder lines, the widening of the Smithfield Street Bridge and many more improvements.

It is not denied that local passenger transportation in Pittsburgh is still far from ideal. Future "rapid transit" developments that are to be worked out may possibly include the long talked of subways under the streets of the downtown business district with branches under the rivers and through the hills. The use of the county owned tunnels through the South Hills now being bored as trolley routes will be of vast benefit to the sections traversed south of the tunnels in the beautiful rural districts to which the residential growth of the city is now largely directed.

The electrification of the major steam suburban lines with the use of a subway system as a downtown distributing terminal and as a connecting link between all radiating lines is a consideration that is fondly hoped for, and with its installation a system of transfers between the surface and such rapid transfer lines will tend to promote increased adequacy of service.

It is evident that Pittsburgh's traction problem, like that of many cities, cannot be settled in a short time and it is not necessary to enlarge further upon it here. These comments have been thought necessary by reason of the somewhat prevalent belief that Pittsburgh's trans-

portation facilities and traction passenger service are woefully inadequate, and that there are strained relations always between the traction company and the riding public. It will require a visit to the City to see at a glance that the traction problem in Pittsburgh is different from any other American city's. If a visitor who has not been here for several years returns, a short study of transit facilities will convince him that great advances have been made in the art of transportation, even should he complain that some things remain to be accomplished. Indeed fair minded persons will find a comprehensive transportation system that is being constantly modified to meet growing demands. Hence he who comes here with the belief that Pittsburgh has an unsuitable and inadequate system of passenger transportation by trolley lines, must expect to have his mind disabused of such an idea. When one considers the topography of the City and the congested condition of the narrow streets down town he will in all honesty admit that the system is surprisingly good. The down town streets date back to 1765 and 1784—to Colonial Pittsburgh. They have endured. As well try to widen the streets of old New York down town as Pittsburgh's—and it would be about as profitable. Granting any street widening requested in Pittsburgh we still have the rivers and hills as fixtures to cope with.

There is a growing belief that the operating railways company in Pittsburgh is honest and really working out the problems that confront it. To this end it calls attention to the hundred and fifty modern low floor, all steel, motor cars of their own design that were put into service within the past year, with more to come. These cars embody the latest improvements for the safety and comfort of passengers. They are clean, hygienic and attractive. It is not expected that the whole system will be restocked at once. Yet it is being done gradually.

Again, these new cars are time savers in the rush hours by reason of being easily boarded. The center entrance double doors permit two simultaneous streams of passengers to enter. One low step and a slight slope replace the two steps of the older cars. At all important corners uniformed inspectors direct and assist passengers in boarding cars and also furnish information as to routes and terminals. The passengers are expected to co-operate in promoting rapidity of service by standing at the proper place to board the car and by having the exact fare ready to drop into the box that confronts him upon the entrance. It is readily seen that where a car loads from 20 to 30 passengers at one of the many congested points in the City, if ten persons asked for change for various sums ranging from ten cents to a dollar, that it will take time for the conductor to make change. Parties awaiting change block the entrance, delaying others who desire to enter, the conductor holds the car until he gets all his passengers. Back of the car there may be from one to ten cars delayed. Therefore provide yourself with a quantity of nickels and enter the car without delay.

Better power and improved lighting go together. With the new lamps now in use these new cars are brilliantly lighted so that one can read his newspaper or magazine with ease.

Directing Signs. Car stop signs must be noted. These are circular signs on the trolley and the motorman stops his car so that the door comes directly under the sign. Especially should these signs be noticed at congested traffic points; thus:

FIRST CAR.

SECOND CAR.

THIRD CAR.

These are interpreted that a car stopping at such a point will stop under the **FIRST CAR** sign if possible. If a car is already at that point he will stop under the **SECOND CAR** sign. If both places are taken he will stop at the **THIRD CAR** sign. Thus, when necessary, three cars can be loaded at once. The visitor is advised, therefore, to pay heed to these signs. He will save time for himself and others and make sure of the car he desires to take by being at the proper point when that car stops. Cars at these congested points so marked, will make only one stop. These points, often transfer points, are at corners where several lines meet or cross, and they require this scheme of more than one loading point. Forbes and Brady street transfer is a conspicuous example.

Consolidation of Routes.—In 1915 the Railways Company by the consolidation of four East End routes into two, made a material betterment of service to and from that section. These routes were to Wilkesburg and the Highland Park sections. The company explains that one of the greatest difficulties in the traction problem in Pittsburgh is the too great number of direct routes through the City. There are several times as many of such routes as in other cities of like size. The topography of the district and the absence of cross-town lines contribute largely to this cause.

There are streets in Pittsburgh on which eight or ten different lines are operated, giving direct service to as many outlying communities. Hence passengers to any particular district must necessarily wait eight or ten times as long for a car as if only one line were to run on a street, transferring, as in other cities, to cross-town lines.

One reason why there are fewer transfers given in Pittsburgh is because direct routing and infrequent individual-route service has been adopted as the principle of operation rather than main trunk lines with a greater number of transfers, as in some cities. The consolidation of the routes noted above has increased the frequency of the service and tended also to insure regularity and the running of the cars as per schedule.

That the improved service recently given Pittsburgh is expensive the company submits three items of cost, to wit: A new low floor steel motor car, \$6,000.00; a mile of double track, \$89,700.00; a mile of trolley wire, feeder, and poles, \$10,000.00.

Fares.—Five cent fares are charged and on the interurban lines the city fare of five cents is exacted. Reasons are advanced to show that a five cent fare in hilly Pittsburgh is only one-half as much per passenger mile as a five cent fare in most level cities, because the population here follows the three rivers and the Pennsylvania Railroad in long narrow strips, the cars at places serving but one row of houses on each side of a street.

Second, to go from one side of a hill in one valley to the other often requires a long detour, and,

Third, hills require additional power.

Transfers.—The system of transfers from one trolley line to another and to the inclines is generally regarded as arbitrary. It is the company's system. It is possible under this system to ride for miles for one fare and pay two fares within a comparatively short distance. There are no signs up indicating transfer points so that it is the part of wisdom for a stranger to inquire as to transferring upon entering the car, and if transfers are granted as requested, to ask for one upon paying his fare, "otherwise" says the company, "the conductor does not know you are entitled to a transfer." This rule it is well to remember.

To begin with there are no transfer points down town. Going east on Forbes street transfers are given from all Forbes street cars in each direction to cars crossing the Twenty-second Street Bridge, at Brady street. These latter are on routes 54 and 59 and are marked "Forbes Street-Church Avenue Carrick" and "Forbes Street-Crailo Street Carrick." Conversely, transfers are given to all Forbes street cars. Inbound Second avenue lines under the north end of the bridge transfer to the cars on Routes 54 and 59 and the reverse. There are steps leading from the bridge to Second avenue. Forbes street Routes are numbered as follows: 63, 64, 65, 66, 67, 68, 71, 72, 73 and 92.

Second avenue lines are numbered 55, 56, 57 and 58. In summer cars run to Kennywood Park, an amusement park opposite Braddock.

Forbes and Craig streets is another great transfer point. This is one block beyond the Carnegie Library and Museum in Schenley Park. At Forbes and Craig transfers are given from the outer Forbes street lines to lines to the East Liberty district, and conversely. These will be from cars on routes 63, 64, 65, 66, 67, 68 and 80, going west, or inbound, to 71, 72, and 73 going east. Going east or out from the city, patrons are expected to take the desired East End car. East End and East Liberty are used in the same sense here, referring to the eastern portion of the city, lying north of Forbes street. Inbound cars on routes 71, 73, 91 and 92 transfer to outbound lines numbered 63, 64, 65, 66, 67, 68 and 80 at Forbes and Craig streets.

At Forbes and Atwood streets before reaching Craig street going East, or outbound, a car line routed as 81 runs from Atwood

street and Forbes on Atwood, Ward, Frazier and Bouquet streets. During the morning and evening rush hours these cars come into the city. Transfers are given each way to all Forbes street cars and vice versa from Forbes and Atwood streets.

At Center avenue and Craig street is another important transfer point. Transfers are given here from all lines in the direction necessary. Transfers are necessary at this point to go in Center avenue or towards the city from lines numbered 71 and 72, to line numbered 82. To go to the business section or to the Schenley Park district transfer from outbound Route 82 to Routes 71 and 92, from inbound 82 transfer at Center and Negley and Center and Millvale respectively. To go to the Bloomfield district transfer from Route 82 to 72; to go to the Highland Park section transfer from Route 82 to 71. The Route 82 over the hill now called Schenley Heights and down town via Center avenue is the shortest route from the East End to the Old City business section.

Penn and Negley avenues is a transfer point—from inbound cars on Route 71 to all lines on Penn avenue at that point and in each direction and the reverse. Penn avenue cars here are on Routes numbered 88, 89, 91 and 98, out-bound and 79, 88, 89 and 98 inbound, or towards the downtown district. Note cars on Route 88, 89 and 98 proceed both ways on Penn avenue and 79 one way. It is the outside loop of the circle line that goes out Forbes street. Transfers may be made at this point to cars on Route 96—Penn, Negley via Butler street, which reaches the city via Negley, Stanton avenues, Jancy and Butler streets and Penn avenue from Thirty-fourth street. Route 98 operates morning and evening only.

At Penn and Negley avenues:—By the use of special two coupon transfers, the first coupon good on Penn avenue cars, points in the Morningside and Butler street districts may be reached by Route 96. To attain this, ask conductor for a two coupon transfer.

At Penn and Highland avenues:—Transfer from Highland Park cars, Route 73, inbound, to Route 86, inbound, and from Penn avenue cars, both ways, and the reverse.

At Penn and Center avenues, two blocks east; from outbound Center avenue cars, Route 82, to outbound Shady avenue cars, Route 91, and outbound Larimer cars Route 98, and the reverse.

Center and Highland avenues:—Transfers from inbound, Routes 73 to 75 and 82, both ways, and the reverse.

Penn and Frankstown avenues, East Liberty, from Routes 75 and 79, inbound, to Routes 88, 89 and 98, outbound, and the reverse. Route 79, inbound, transfers to Route 82, both ways, and the reverse. Route 91, outbound, to Route 82, both ways. From inbound, West Wilksburg, Route 75, to Route 82, outbound. Ardmore cars, Route 87, start from this point.

Fifth and Penn avenues, Point Breeze:—From inbound cars, Route 75, to inbound, Route 76, that is, from West Wilksburg cars to Hamilton avenue.

Forbes and Shady avenues:—Transfers from inbound, Route 60, to outbound, Route 79. From Route 91, inbound, to outbound, Routes 63, 64, 65, 66, 67, and the reverse.

Forbes and Murray avenues:—From Routes 63, 64, 65, 66, 67 and 91, inbound, to Homestead and East Pittsburgh cars, Routes 68 and 80, outbound, and the reverse.

Forbes and Braddock avenues:—From Routes 63, 64, 65, 66 and 67 to Verona cars, and the reverse; and from Route 67, inbound, to Routes 63, 64, 65 and 66, outbound, and the reverse.

At Penn avenue and Butler street, "Forks of the Road":—From inbound Butler street, Routes 93, 94, 95 and 96, to outbound Penn avenue cars, Routes 88, 89, 98, and the reverse.

Federal and Ohio streets, North Side:—From inbound cars, Routes 6, 7, 8, 9, 13, 14, 15, 16, 18, 19, 21 to outbound cars on Ohio street. At present it is necessary to walk two blocks east, to Sandusky street, to get Millvale car, Route 3, Millvale and Etna car, Route 2, and Troy Hill car, Route 1.

Smithfield and Carson streets, South Side, Tunnel Lines:—All routes, inbound, transfer to Carson street cars, outbound, Routes 50 and 51, and the reverse, including the interurban cars.

At the south end of the tunnel Routes 44, 45, 46, 47, 48, 49, transfer to Routes 37, 38, 39, 40, 41, 42, 43 and the interurbans, both ways and the reverse.

Transfers are given from Carson street cars, Routes 50 and 51, to the Castle Shannon incline, and to the Knoxville and Mt. Oliver inclines at Twelfth street, and also from Routes 52 and 53, at Twelfth street, to the inclines.

At Carson and South Nineteenth streets, transfers are given from Routes 50, 51 and 52, to Route 54, the Carrick line to Forbes and Brady streets, and the reverse, both ways.

At the head of South Eighteenth street, transfers are given from Routes 48 to 54, both ways and the reverse.

At Carson street and South Twenty-second street transfers are given from Routes 50 and 52 to the incline at the head of South Twenty-second, on Josephine street.

There are various suburban transfers outside of the city, which can be found on inquiry of the conductors.

TROLLEY LINES TO POINTS OUT OF CITY.

Nearby boroughs and outlying districts as noted below are reached by trolley lines of the Pittsburgh Railways Company as herein stated: **Avalon** 13 and 14; **Aspinwall**, 93, 94 and 95; **Baldwin Township**, 46, Interurban, Hays Station and 56; **Bellevue**, 10, 13, 14, 15 and 16; **Ben Avon**, 13; **Braddock**, 55, 67, and 80; **Carnegie**, 27; **Carrick**, 46, 53 and 54; **Coraopolis**, 23 and 24; **Crafton**, 27, 28, 29 and 30; **Dormont**, 38, 42 and 43; **Dravosburg**, 56; **Duquesne**, 68; **East McKeesport**, Glassport and Wilmerding, from Wilmerding or McKeesport; **East Pittsburgh**, 55, 63 64, 80 and 87; **Edgewood**, 64 and 65;

Emsworth, 13; **Etna**, 2; **Glassport**, Glassport and Wilmerding from Wilmerding and McKeesport; **Hays**, Homeville, 56; **Heidelberg**, Heidelberg Route from Carnegie; **Homestead**, 55, 60, 68 and 80; **Hulton**, Oakmont, Verona and Hulton from Forbes street and Braddock avenue; **Ingram**, 30 and 31; **Knoxville**, 44, 45, 46, 48, 53 and 54; **Millvale**, 2 and 3; **Mifflin Township**, 56 and 68; **Mt. Lebanon**, 38 and 42; **Mt Oliver**, 46, 47, 48, 53 and 54; **Munhall**, 55, 60, 68 and 80; **McKeesport**, 56, 68, Glassport and Wilmerding; **McKees Rocks**, 23 24, 25 and 26; **Neville Island**, 23 and 24; **North Braddock**, 63, 64 65 and 87; **North Versailles**, Glassport and Wilmerding, from Wilmerding; **Oakmont**, Oakmont, Verona and Hulton, from Forbes street and Braddock avenue; **Patton**, 63; **Penn Township**, Oakmont, Verona and Hulton, from Forbes street and Braddock avenue; **Pitcairn**, 63; **Rankin**, 55, 67 and 80; **Rosslyn Farms**, 27; **Ross Township**, 10 and 15; **Sewickley**, 23; **Shaler Township**, 2; **Sharpsburg**, 93, 94, 95 and 56; **St. Clair**, Hays Station, 48; **Stowe Township**, 23, 24, 25, Schoen Transfer in McKees Rocks; **Swissvale**, 64, 65 and 67; **Thornburg**, 29; **Trafford City**, 63; **Turtle Creek**, 63 and 87; **Verona**, Oakmont, Verona and Hulton from Forbes street and Braddock avenue; **West Homestead**, 55 and 56; **Whittaker**, 55, 68 and 80; **Wilkinsburg**, 63, 64, 65, 66, 75, 76, 87, 88, 89, Oakmont, Verona and Hulton, from Forbes street and Braddock avenue; **Wilmerding**, 63, 87 Glassport and Wilmerding from McKeesport. Shaler Township points reached on Route No. 2 are along Pine Creek outside of Etna; Ross Township points reached on Routes Nos. 10 and 15 are contiguous to West View; Stowe Township lies below and around McKees Rocks; Hulton mentioned in the route designation is part of Oakmont Borough, the upper end and the former name of the place, the station still maintained by the Pennsylvania Railroad for its station there; other boroughs not herein mentioned are reached by steam roads; some other explanations are necessary; Baldwin Township points on either side of Saw Mill Run and in the Saw Mill Run Valley are reached by the interurban cars to Washington and Charleroi; Route 46 proceeds out the Brownsville road, and Route 56 to Hays Station reaches that portion of the township along Streets Run and the Monongahela River; the interurban lines and the other lines are miles apart; Mifflin Township points reached by Routes 56 and 68 are widely separate; the latter will take passengers to Lincoln Place.

CHAPTER II

In and About the City

Pittsburgh Districts, Contiguous and other Boroughs

Topography and Its Relations to Travel.—The physical features of Pittsburgh must be taken into consideration when instructing strangers how to get about the City. Such may find themselves at times cut off in the direction in which they wish to proceed by precipitous bluffs, deep ravines or high hills and though these may have streets leading up them, the climb is not inviting. The topographical situation presented many difficulties that had to be overcome before an adequate system of local passenger traffic could be shaped—one that would prove reasonably satisfactory. The installation of the electric trolley system and the completion of the tunnels through the South Hills have done much to render street car service in Pittsburgh vastly superior to previous conditions.

Naturally, the visitor confronted by the curious topographical outlook is puzzled and begins to doubt his ability to tour the City without getting lost or making repeated inquiries how to proceed. Pittsburgh is "easy" enough when you know it, and it is not hard to learn. Like any other place it has its landmarks, prominent and easily distinguished. Then, too, the skyscraper architecture presenting many different phases can be invoked here and there with good results for one to obtain his bearings.

In the early years of the City it was built mainly upon the bottom lands along the rivers, the main city between the Monongahela and Allegheny; gradually the population spread to the hills, and the roads that led to these hills became better and more numerous, changing into paved streets, certain of which have become main thoroughfares and now followed by trolley routes. In the narrow limits of the triangular downtown business section it can readily be seen that there are no cross lines. Travel radiates from the center of a comparatively small area and to all points of the compass. Nearly all car routes down town are "loop routes," that is to say they turn around a block and come back often within the same distance to the street from which they turned off to make the loop. Several lines terminating at the Pennsylvania Station are exceptions to this rule. All such things are to be learned. Topography makes many things necessary in Pittsburgh that are not at all so in other cities and such things appear odd to those

not used to them and those who cannot know or appreciate the necessity of them. It is not intended to ask the stranger to memorize the different trolley routes or their ramifications even in the downtown section. The point to be remembered is, that one may take a car going apparently in the direction he wishes and finds himself shortly going in a contrary direction. It is wisdom for strangers to ask the conductor if the car he is about to enter will take one where he desires, for there are many cars in the rush hours that do not proceed to the terminals, but are turned back sometimes several miles short of them. The old and well-worn dictum "Be sure you're right, then go ahead," is especially applicable in Pittsburgh. Street car and other public service employees are instructed to be courteous and are rarely otherwise. Pittsburgh is a busy place. There is always a hurry and bustle, and the downtown streets will be found crowded. A stranger may be answered curtly, even briefly, but generally satisfactorily. If the answer appear discourteous it is well to remember that no offense is intended. It may be only the way of a brusque individual. If necessary insist on getting definite and satisfactory information and it will be forth coming. Pittsburgh people are quick—they partake more of the characteristics of the West than the East, and it is a rare visitor who goes away from the City otherwise than pleased.

Much of the above has been thought necessary to say because the situation the visitor finds himself in may require inquiries and he must not hesitate to inquire. He will find few who will not kindly give him all information possible. A mail carrier and a policeman are presumed to be posted as to localities, especially the locality where met.

In proceeding from one section of the City to another the various bridges, the inclined planes leading to the hill tops, and some short cuts for pedestrians and autos, must find mention in this guide book as proper things to know. Knowledge of transfer points on the trolley lines, traffic regulations, especially down town, the location of public comfort stations is also essential and many more things might be mentioned here that will come in proper place.

Local Names.—Pittsburgh, like many old cities, still adheres to the local names of former municipalities long incorporated into the City, and also to old time designations in describing certain sections. Thus an inquirer may be told that a certain street is in Soho, Manchester, Lawrenceville, East Liberty, Homewood, etc. These local names need explanation. (See *Pittsburgh Districts, Located and Defined*, page 53.)

Some local names of sections of the City have become obsolete in the lapse of years; Bayardstown and Pipetown for instance, though occasionally heard: Bayardstown referring to that section from Eleventh street to Thirtieth street between the Allegheny river and the Pennsylvania Railroad tracks parallel to Liberty avenue; and Pipetown to that section along Second avenue above the Pan Handle Railroad crossing as far as South Tenth Street Bridge between the Monongahela River and Boyd's Hill.

Soho, Oakland, East Liberty, Hazelwood and Woods Run are also designations in common use. None of these mentioned were ever separate municipalities. They are distinctly local names.

There are numerous centers in the City besides these just mentioned—names of former boroughs each formerly individual, that have from time to time been taken into the City, and though long parts of the city these localities are quite commonly referred to by their old names. It is sometimes more convenient to refer to a street, point or place from these old time names than otherwise. Some are carried on the trolley cars as route designations thus: Mt. Washington, Beltzhoover, Beechview, West Liberty, Elliott, Sheraden, etc. All these local names will be alphabetically arranged and described in a list of Pittsburgh districts in the latter part of this book, to which reference can be had. (See page 53.)

Perhaps the most common of these former municipal names yet in use is Allegheny, referring to the North Side of the City of Pittsburgh, and formerly (prior to 1907), a separate municipality under the corporate name City of Allegheny.

A row of separate municipalities or boroughs, on the south side of the Monongahela River, annexed to the City in 1874, is now referred to as a whole by the designation "South Side," which is commonly taken as the flat or that portion between the Monongahela River and the hills; from the Point Bridge down, as the "West End." Sometimes, however, old borough names will be mentioned, such as "Birmingham," by which the South Side will be meant. South Pittsburgh is never heard now.

The South Side Hills sections have their local names also, which will be explained in the list appended. A proper understanding of these local names is essential and it will be found convenient to refer to this list frequently in touring the city.

Along the Wharves.—Remember the street along the Monongahela river and wharf is Water street and the street along the Allegheny river and wharf is Duquesne way, and these two meet at the Point, or sharp vertex of the triangle formed by the two rivers. Across the Allegheny, on the North Side, the street along the river is River avenue, beginning at the Federal Street Bridge, below that but a roadway.

Downtown Streets.—Two main thoroughfares, Penn avenue and Liberty avenue, parallel the Allegheny river as far as Thirty-fourth street, east, where each makes a slight turn to the right or to the south, each gradually diverging from the river. At Penn avenue and Thirty-fourth street the left hand street is Butler and the locality often called the "Forks of the Road," an old time term. From Thirty-fourth street in, or west, the streets cross Penn avenue to Liberty at right angles, except Eighteenth and Nineteenth streets, which do not cross. Downtown certain of these cross streets are opposite or nearly opposite certain avenues and other main streets of the

business section, hence much used. Thus Fourth avenue and Fourth or Fancourt street, Diamond street nearly opposite Stanwix, formerly Fifth street. Fifth avenue was extended through to Penn by widening Cecil way (or alley). Federal street is opposite Market street on Liberty avenue. Seventh street is opposite Sixth avenue; Eighth street (changed to Ellsmere and then back to Eighth) is opposite Wood; Seventh avenue begins on Liberty above Anderson (Ninth) street; Oliver avenue begins on Liberty nearly opposite Federal street (Sixth).

In the triangle formed by the rivers the streets running from the Monongahela River to Liberty avenue cross the numbered avenues, Diamond street and Oliver avenue at right angles, thus forming regular squares or rectangular blocks, but at Liberty avenue the streets from the Monongahela River join at an angle on the left, forming triangular blocks, sometimes small in regular flatiron style; thus at Smithfield street, Seventh avenue and Liberty avenue; Wood street, Sixth avenue and Liberty; Market, Fifth avenue and Liberty; and the Wabash Station occupies the triangle between Ferry street, Fourth and Liberty avenues.

It often happens that a stranger turns off Liberty avenue and in a few minutes finds himself back on that thoroughfare, having followed the triangle. A little care will obviate this tendency. There are now no alleys in Pittsburgh, the term having been officially changed to "Way" by ordinance of the Council, the law-making body of the City. Hence all ways are alleys except Duquesne way, which is both a street and a wharf. In some instances a street is designated a "Place," whereas it is really a street; thus "Washington Place," formerly Washington street, named in honor of Washington while he was alive, and forming the original eastern line of the town as surveyed for the heirs of Wm. Penn in 1784.

Street Signs.—It is well to know all these things, so that on being directed to a certain "Way," on reaching it you recognize what is known to you as an alley, and to a certain "Place," you come to what is really a street. However, to help strangers, the city streets have recently been neatly designated by enameled signs on posts at the corners and also on the corner houses.

Markets and Diamonds.—The City maintains five markets, as follows: The Diamond market in Diamond square; the Duquesne market on Duquesne way, at Sandusky street (Seventh); the North Side market, at Federal and Ohio streets, and the South Side market in the square between Carson and Bingham streets in South Twelfth street. Recently the City has erected a shelter shed for the Farmers' market on the Monongahela wharf at Ferry street. The Duquesne market on the Allegheny wharf is also a farmers' market. In the re-naming of the streets made necessary by the annexation of the former city of Allegheny, on account of so many duplicate names, the streets formerly known as North Diamond, East, West and South Diamond

in Allegheny, have been changed to Moody, Weiser, Stobo and Burd, respectively, these streets really forming the Diamond and extending beyond it. The territory within the corporate limits of Allegheny is now called the North Side of Pittsburgh, hence the market maintained by the former City of Allegheny is known as the North Side market. The square bounding the market houses in peninsular Pittsburgh, the original city, since it was plotted has been referred to as a whole, as "The Diamond Square" or simply as "The Diamond." This is especially the designation used by residents of the Old City of Pittsburgh, and by those dwelling on the South Side of the City. Although names have been given the streets in the square, the familiar and old terms—"The Diamond" and "Diamond Square" are still in use. These streets are Graeme, from Fifth avenue to Byng street or the north side of the square; Byng street, the west side; Drummond, the south side, and Marjorie street, the east side; Market place is sometimes heard also. Little heed may be paid to these names unless specifically directed to them. Residents of peninsular Pittsburgh and the South Side, must distinguish the "Diamond Market," and the market and square of former Allegheny is most frequently referred to as the "Allegheny Market" and the "Allegheny Diamond." The little park at the south western corner of this "Diamond" and across Federal street from the market house, is now called "Haymarket Square" from having been used as a farmers' market for that commodity up to the time of the annexation of the North Side city. The name "The Diamond" still applies here in a manner, and in referring to the market square on the North Side, one often hears it called North Diamond, and in keeping with this correct appellation, the United States postal authorities changed the name of the post office from "Allegheny" to "North Diamond" and made it a station of the Pittsburgh Postoffice. The old Diamond square in Pittsburgh will continue to be referred to as the "Diamond," or "Diamond Square." The market houses on each side of Market street, in the "square" are of recent construction (1915-1916), and take the place of the historic houses erected in 1851, with the improvement of having Diamond street, formerly an alley, pass through the new buildings. In this square, facing Liberty avenue, was the first Court House of the County of Allegheny, with the market house and sheds surrounding it. Mention of these with other historical matter pertaining to the site will be inserted in the history and description of Market street in Chapter III. The South Side market is referred to usually as such, sometimes as the Twelfth Street market, but this term applies only on the south side of the Monongahela. The market house here is new and modern, taking the place of one destroyed by fire in 1914. Farmers, with their produce patronize all of the markets; on the Monongahela wharf, sales are made from their wagons. There is no public market in the East End section. A modern and appropriate building was erected by a private corporation about 1900, in the square between Center avenue and the Baum boulevard at Beatty street, and was

called the "East End Market" but after a few years was discontinued for lack of patronage, and the building devoted to other purposes. It is now known as the "Motor Square Garden."

Streets and Street Names.—Upon the annexation of the former City of Allegheny, in December, 1907, and some territory on the South Hills shortly afterwards, it was discovered that there were many duplicated street names, in some cases the same name borne by five and even six streets in various parts of the City. Hence the necessity for many changes in street names. The names of more than a thousand streets have been changed since 1908 and some since that year, and there are cases where the old name has been again bestowed. To make sure of any desired street it will always be best to refer to the latest city directory or to the latest street guide to be had at the news stands. Downtown main thoroughfares have not been changed excepting the bridge streets, Sixth and Ninth, which have taken the names of their North Side portions, that is the names by which they were officially known and designated by the former municipality of Allegheny. Practically Sixth street and Federal are the same, Seventh and Sandusky the same, and Ninth and Anderson. But confusion may arise by reference to the bridge names. On the North Side, for instance, one hears of the Federal Street Bridge and in the Old City, of the Sixth Street Bridge. Remember this is the same bridge, and in referring to the Old City end, one is apt to hear the street called Sixth as Federal. The same is true of Sandusky or Seventh street, and Anderson or Ninth street.

By the term "Old City" is meant that part of Pittsburgh as it existed before the annexation of the North Side, or the original Pittsburgh. When the territory south of the Monongahela River is mentioned, it will be referred to as the South Side. The term East End, or East Liberty, will mean the eastern extension of the original city.

NUMBERED STREETS AND AVENUES.

In 1868, upon the annexation of this eastern territory, all streets running from Liberty avenue, Penn avenue and Butler street to the Allegheny River were numbered consecutively to Fifty-seventh street, and all the former names were dropped. In the recent street renaming, the first three of these numbered cross streets have been given names again but not their former and original names, hence one may often hear these three mentioned by their original number designations. These are Third street, now Barbeau; Fourth street, now Fancourt; and Fifth street, now Stanwix. This latter street has become a business street and marks the terminals of a number of car lines that make the loops from the Federal Street Bridge via Duquesne way, or the street along the Allegheny River in the Old City; these cars returning on Penn or Liberty avenues. Stanwix street will be as often referred to as Fifth street and to be distinguished from Fifth avenue, which begins on Penn avenue, one block east.

Again, if walking along Penn or Liberty avenues it will not answer to count the streets, for between Barbeau and the Monongahela river or Water street, three numbered streets were vacated for the railroad yards in the compact between the City of Pittsburgh and the Pennsylvania Railroad Company, by which the latter corporation in 1904 removed their tracks from Liberty avenue, and were given the right of way on Duquesne way for their elevated road from Eleventh street to the Point.

All the streets between Liberty avenue and the Allegheny river as far as Thirty-third street are short thoroughfares and except Stanwix, the three bridge streets, Tenth street, where the Fort Pitt Hotel fronts, and Eleventh street, leading to the Pennsylvania Station, none of them are important to the casual visitor.

Downtown thoroughfares called avenues, and numbered, were originally designated as streets by the ordinals; but changed in 1868 to avenues to distinguish from the numbered streets running towards the Allegheny river. Walking along any street that crosses these avenues such as First, Second, etc., Wood and Smithfield streets, it will not do to count the blocks for the obtaining of the proper number in order, for Diamond street, widened from an alley of the same name, comes in between Fourth and Fifth avenues, and Oliver avenue, widened, formerly Virgin alley, comes between Fifth and Sixth avenues. In estimating blocks by these numbered avenues allow for these two streets.

NUMBERED STREETS ON SOUTH SIDE.

Again in regard to numbered streets, care must be observed in reference to whether the street designated by number is in the Old City or on the South Side, where the numbers run to Thirty-six. In 1874, when this section was annexed to Pittsburgh, all the streets from the Smithfield Street Bridge east were numbered. To these the word South was prefixed, so that there is a wide difference between Eighteenth street and South Eighteenth street, the former nearly all vacated for the produce yards of the Pennsylvania Railroad; leaving but a few houses between Penn avenue and the railroad tracks, while South Eighteenth street is a long thoroughfare extending from the Monongahela River, passing under the tracks of the Monongahela Division of the Pennsylvania Railroad and proceeding up the hill to Arlington avenue, the City line, the street continuing south in the boroughs of Knoxville and Mt. Oliver as Southern avenue and further out in the borough of Carrick as the Brownsville road, and sometimes referred to in the city from its old name the Brownsville road, and also as the Eighteenth Street road, and to be distinguished from Brownsville avenue, which leads up the hill from Carson street, more than a mile to the west.

Distinctions to be Observed.—More than one book descriptive of Pittsburgh has confused Penn avenue and Pennsylvania

avenue, taking the short word for an abbreviation of the State name. Penn avenue, as old as the city, and commemorating William Penn is the old time northern wagon road into the city, and it is possible to follow it as a road to Philadelphia, hence it was in early days known as the Philadelphia Pike and also as the Greensburg Pike, from passing through that town, the first town of any size on the road going east from Pittsburgh.

Pennsylvania avenue was once the name of that portion of Fifth avenue beyond the turn at Ross street, the turn made when the name was changed to Fifth avenue. Pennsylvania avenue is now the former Allegheny City street of that name and at least a mile from Penn avenue at its nearest point.

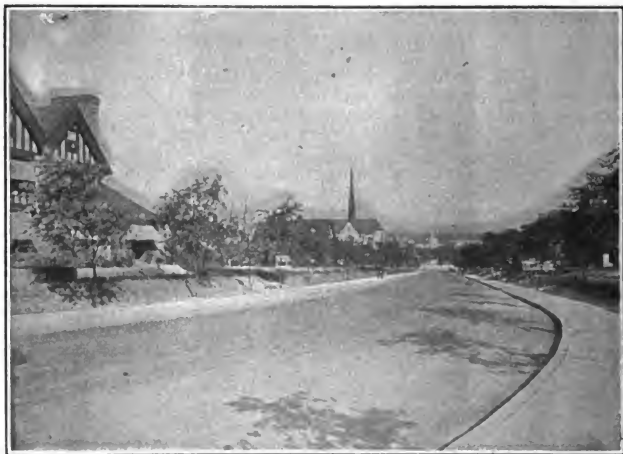
Again, there are books which locate the Duquesne Club on Sixth street and show the Sixth Avenue Bridge—each wrong—the reverse is right.

THE SCHENLEY FARMS.

The district known as Schenley Farms includes all the ground between Fifth avenue and Center avenue, from Bouquet street to Bellefield avenue. The Schenley holdings extended across Forbes street and included all of what is now known as Schenley Park, but the term Schenley Farms is applied to that portion on the north side of Fifth avenue. It is interesting to know that this property was deeded by the heirs of William Penn to Edward Smith, January 24, 1791, for a consideration of three hundred and ten pounds sterling and subject to a quit rent of one pepper corn, a curious instance of old English tenures. For one hundred and four years the property has been in the possession of the O'Hara family. General James O'Hara, a Pittsburgh pioneer and soldier of the Revolution; his daughter Mary, wife of William Croghan, and Mary Elizabeth Schenley, their daughter and only child, wife of Capt. Edward Windham Harrington Schenley, of the English army. Captain Schenley and his wife were married in 1842, the couple having eloped from a boarding school on Staten Island, New York. She was a school girl of sixteen at the time and he a veteran of Waterloo and other European wars, upwards of fifty years of age. All this property taking his name, rendering it a common name in Pittsburgh, but it should be understood that the property was in the right of his wife. After five years' residence in Pittsburgh, the couple returned to England and resided in London the rest of their lives, never returning to Pittsburgh. Captain Schenley died in 1878 and Mrs. Schenley in 1903.

While the property was in possession of the Schenleys, from the death of Mrs. Schenley's father in 1850 until the Schenley Farms Company purchased the tract, April, 1905, it was the policy of the owners during all these years to lease the property of the estate, including the Schenley Farms, rather than to sell or improve it, hence there was in the residential section of Pittsburgh, known as Bellefield, a well-tilled farm, with the old style barn and farm house used in the

later years of Mrs. Schenley's life as a dairy farm. After her death, under the terms of her American will, all the Schenley holdings in Pittsburgh, approximating millions in value, were placed in the hands of Andrew Carnegie, Denny Brereton and J. W. Herron, as executors and trustees, with instructions to sell all of her Pittsburgh property as occasion offered. The tract of land across Fifth avenue, between Fifth avenue and Forbes street, was sold to different parties, the Schenley Hotel lot to the Hotel Company, and the Schenley Tract now known as Schenley Park, was donated by Mrs. Schenley to the City for park purposes about 1890, with the stipulation that the park should be called Schenley Park. From this the name has spread, so that we now have other designations under her married name. The property across Center avenue that belonged to the Schenley Farms



ON THE BOULEVARD SCHENLEY FARMS

Tract was but a narrow strip; this and the Center avenue high ground of the Schenley Farms Tract is now known as Schenley Heights. Geographically, the Schenley Farms Tract lies in the center of Greater Pittsburgh. It is reached by many car lines on Fifth avenue and Forbes street in fourteen minutes from the business section downtown; twelve minutes from East Liberty; about fifteen minutes from the South Side and the same from Wilkinsburg, and from twenty to twenty-five minutes from Allegheny, now the North Side of Pittsburgh and the same time from Braddock and Homestead.

The Schenley Farms Tract covers an area half-a-mile long and a quarter of a mile wide, the ground gradually rising on an average grade of six per cent. from Fifth avenue to Center avenue, from which point it overlooks the entire park section and the Carnegie Institute of Technology adjoining. Since the Schenley Farms Company put the property on the market, it has been improved in every way; modern paved streets, sewerage, modern lighting and rigid building restrictions have tended to make this tract one of the most beautiful in any city. The landscape gardener has also acted his part, so that the visitor will see the hillsides banked by artistic stone walls and covered with vines. Even trees and beautiful shrubs throughout the tract give a uniform park effect. A great part of the tract has been occupied by the buildings of the University of Pittsburgh which will be mentioned in the description of the University. The ground occupied by the Memorial Hall and its lawns was purchased from the Schenley Farms Company. Schenley Farms is not only a section unique in topography but surprising for the character and magnificence of its architecture. In addition to the buildings of the University of Pittsburgh, there have been erected on it within the last decade, those of the Twentieth Century Club, the University Club, the Pittsburgh Athletic Association, the 18th Regiment Armory, the New Masonic Temple, the Knights of Columbus Temple, and the Syria Temple of the Nobles of the Mystic Shrine. The City has erected a Public High School building fronting on Center avenue extending from Grant boulevard to Bellefield avenue at a cost of a million dollars.

The Grant boulevard and its branches which intersect the tract are favorite grounds for automobiling. A trip by automobile from the Farms to the City requires about eight minutes via the Grant Boulevard. If the sub-ways ever come, as is expected, two stations will be located on the tract, one at the corner of Bouquet and O'Hara streets, and the other at the corner of Center avenue and the Grant boulevard. The character of the residential portions of the tract speaks for itself. The public and other large buildings on the tract will be noted separately under their own heads.

Boulevards.—Pittsburgh has three boulevards that are virtually one—the Grant beginning on Webster avenue at Gazette square, extending along the hillside above the tracks of the Pennsylvania Railroad to Thirty-third street, skirting the north slope of Herron Hill, and proceeding through Schenley Farms enters Schenley Park at the lower Forbes street entrance. Coming out of the park the boulevard, now called the "Beechwood", winds around a beautiful suburban section at several places high above the Monongahela River, with an excellent view of the river and the Homestead region. It turns and crosses Fifth avenue at Point Breeze. From this point to the Allegheny River the boulevard is called the Washington boulevard. It is a charming driveway totalling 11½ miles and much used by automobiles.

Then there is the Baum boulevard from the Atherton avenue bridge to South Highland avenue, fine residences are distributed along the Beechwood and Washington boulevards and the Herron Hill section of the Grant. The name "Beechwood" applied to the boulevard was changed to "William Pitt" a few years ago but has been changed back to the former and more acceptable designation. No cars pass along the boulevards. An attempt to utilize the Grant for a trolley route was frustrated by the Courts. Forbes street lines parallel the Beechwood at the Homewood Cemetery: Routes 63, 64, 65, 66, 67, 68, 79 and 80 will answer to reach that point and a delightful walk to Schenley Park



RESIDENCE SECTION SCHENLEY FARMS

or eastward along the winding driveway will afford great pleasure. Homestead cars turning into Murray avenue, routes 60, 68 and 80 cross the boulevard on a high bridge. This route from Forbes street to the river is a romantic one and will repay a trip in the enjoyment obtained. All Fifth avenue and Forbes street lines as listed under directions to reach Hotel Schenley, Carnegie Institute, etc., cross the Grant boulevard. On the North Side the Watsonia boulevard in the Riverview park neighborhood is in a fine and high residence section, reached by Route 8. For variations of scenery, woodland valleys, hills, river, residences, public buildings, the boulevards of Pittsburgh are unique and unequalled.

PITTSBURGH DISTRICTS LOCATED AND DEFINED.

There are numerous centers of Pittsburgh which have their individual business thoroughfares, and are frequently mentioned locally in speaking of the different parts of the city. Some of these districts or "centers" were formerly boroughs, but have been annexed to the city, and are still referred to under the old municipal title, such as Beltzhoover, Beechview, Allentown, and others; other sections of the city have local names covering indefinite boundaries, such as Soho, Bloomfield, Glenwood, Garfield, and others—never corporate bodies in the sense of a borough or town. It is very often more convenient to locate a certain street, point, place or building through the use of these district names than otherwise. Then, the fact that the trolley lines carry many of these district designations, as designating routes, and placing the names on the cars in different colors, has led to the retaining of the different district appellations. In the foregoing list these "centers" and former boroughs are listed alphabetically, with the mention of each that is considered essential.

Allegheny.—The former city of that name, now referred to as the "North Side." It includes all the territory within the municipal limits of Pittsburgh north of the Ohio and Allegheny Rivers, in which are local sub-districts known as Brunot's Island, Fineview, Manchester, Troy Hill, Spring Hill and Woods Run. Its former fifteen wards have been reduced to seven, and numbered 21 to 27, inclusive.

Allentown:—a former borough in the South Hills overlooking the South Side, and stretching back through the hills on a line with the boroughs of Knoxville and Mount Oliver. Allentown was made part of the city in the annexation of the South Side boroughs in 1874; it may be defined as that section of the South Side hills between the head of the Twelfth street incline and Beltzhoover avenue. It is both a business and a residential district; Warrington avenue is the main business street, and is reached by cars on Routes 45, 46, 47, 48, 49, 53 and 54, and is now part of the Eighteenth Ward of the City. Transfer from Routes 53 and 54 to Route 48.

Arlington Heights:—The residence district of the South Hills, reached by Arlington avenue cars 48 through the Mount Washington tunnel and by the St. Clair incline at South Twenty-second and Josephine streets. It is exclusively a residence district. It adjoins St. Clair borough, and is now included in the Sixteenth Ward of Pittsburgh.

Beechview:—The former borough of this name was annexed to the City in 1909. It is a beautiful residence section lying beyond the South Hills, and is reached by cars on Routes 42 and 43, which proceed through the Mount Washington tunnel from the south end of Smithfield street. It is now part of the Nineteenth Ward.

Bellefield:—This is the eastern portion of the Oakland district, and may be defined as being located between Boquet and Craig streets

and Forbes street and Center avenue, including the Schenley Farms Tract. It was never a borough or separate municipality, but a fancy name which has been applied to that section for many years. It was originally an exclusive residence district, but its character has changed through the opening of the Schenley Farms Tract, and the numerous public buildings that have been erected on that tract. Bellefield is reached by cars on routes through Fifth avenue, numbered 63, 66, 68, 73, 75, 76, 79 and 80; Forbes street, Nos. 64, 65, 67, 71, 72 and 79; and Center avenue Nos. 82 and 83.

Belmar:—Belmar is the section of the Homewood district which lies north of Frankstown avenue as far as Spencer street, between Murtland street and the City line; the plot includes the large area once known as the Homewood Driving Park, a celebrated park at one time that was used for race track purposes thirty-five years ago. Belmar is reached by Frankstown avenue cars on Route 88.

Beltzhoover:—This was a former borough annexed to the City in 1898, now part of the Eighteenth Ward, and adjoins Allentown and McKinley Park. It is reached by Routes 44, 45 and 49, proceeding through the Mount Washington tunnel.

Bloomfield:—This is a large section of the City extending from Penn avenue, about Thirty-seventh street to Millvale avenue, although some maps of Pittsburgh show the district further to the east. The southern boundary is the Pennsylvania Railroad. Bloomfield was never a borough or a municipality. It is reached by cars on Routes 72 and 92; also by the East Liberty Express, No. 86; and Frankstown avenue, Route No. 88. Originally part of Bloomfield was included in the old borough of Lawrenceville; another part of it was Liberty township; the whole district was part of the territory annexed to the City in 1868. Most of it is now included in the Eighth Ward, but it was formerly the Sixteenth Ward, that is, prior to the annexation of the North Side, and the renumbering of the wards.

Birmingham:—This is the old name of a South Side borough and is still the designation of that borough's territory that was annexed to the City with the other South Side boroughs in 1874. It included the district on the south side of the Monongahela River from South Seventh street to South Seventeenth street, and from the river to the hills, where the tracks of the Monongahela division of the Pennsylvania Railroad skirt the hills. It is now part of the Sixteenth Ward, and is both a residence and a manufacturing section. Many of the old dwellings are now occupied by foreigners, who work in the large industrial establishments of the South Side. Carson street is the main business street of the section on which are routed cars Nos. 50, 51 and 52; also the Carrick cars No. 53, via the Second Avenue Bridge. From South Seventeenth street to South Twenty-eighth street is the widest portion of the South Side flat. This was originally the Borough of East Birmingham, which was annexed to the City in 1874.

Brookline:—Brookline is a residence district in the South Hills in the extreme southern part of the City, annexed in 1909, now part of the Nineteenth Ward. It lies south of West Liberty avenue, and is becoming noted for its many fine residences. It is reached by Brookline cars, Route 39, through the Mount Washington tunnel.

Brunot's Island:—A large island at the head of the Ohio River, close to the south shore; originally part of the old Ninth Ward of the City of Allegheny, now part of the Twenty-seventh Ward. The island was originally gardened entirely on account of its fine soil, but now there is on it only a power plant of the Pittsburgh Railways Company, and the race track; it is reached by cars on McKees Rocks, Routes 23, 24, 25 and 26.

Brushton:—Brushton was included in the district embodied in the borough of that name, which was annexed by the City in 1895. The name was formerly given to a station on the Pennsylvania Railroad at Brushton avenue which has since been abandoned. Brushton has both a residence and business section; the business street is known as Brush-ton avenue. It is reached by Frankstown avenue cars on Route 88, and Hamilton avenue cars Route 76. It is in the eastern part of the City and adjoins Wilksburg.

Duquesne Heights:—The high ground of Mount Washington, between Olympia and Republic streets, and on the brow of the hill overlooking the Monongahela River and extending back to the Saw Mill Run Valley. With the exception of a few stores along Grandview avenue, it is entirely a residence district. The "Heights" is part of the new Nineteenth Ward, and is reached by the Duquesne Incline, on West Carson street below the Point Bridge, and cars on Route 40 through the Mount Washington tunnel to Grandview avenue and Oneida street. The view from the Heights is especially pleasing, and a trip to that point is of more than ordinary interest to a stranger.

East Liberty:—This term is sometimes applied to the entire East End of the City, but not correctly. The name was at first applied to the village around what is now the junction of Center, Penn and Frankstown avenues. The Pennsylvania Railroad applied the name to a suburban station which is still maintained, although its suburban character has long since departed. The boundaries of the district are indefinite, and may be said to extend from the Pennsylvania Railroad to Highland Park, and as far west as Rebecca street. The East Liberty district originally was part of several townships, and upon its annexation to the City, became the old Nineteenth, Twentieth and Twenty-first Wards, and in the renumbering has been divided between the Eighth, Eleventh and Twelfth Wards. The district is traversed by many car lines on Penn, Frankstown and Center avenues, and by the East Liberty Express, as follows: Center and Negley, No. 71; Highland Park, No. 73; Forbes, Shady and Penn, No. 79; Center and Lincoln, No. 82; Frankstown, No. 88; Forbes, No. 91; Larimer, No. 98; Penn and Negley via Butler, No. 96; East Liberty Express, No. 86, via Liberty avenue.

Elliott:—Originally a borough, lying beyond the old Thirty-sixth Ward; this is now part of the Twentieth Ward, and was annexed to the City in 1905. It is reached by West End cars on Routes 34 and 35, via the Point Bridge.

Esplen:—A former borough lying along the Ohio River, and Chartiers Creek, annexed to the City in 1906. It lies opposite the large manufacturing town of McKees Rocks which is on the west side of the creek. Esplen is the western limit of the City on the south side of the Ohio River. It is now part of the Twentieth Ward. It is reached by cars on Routes 23, 24, 25 and 26, and by local trains on the Pittsburgh & Lake Erie Railroad to McKees Rocks station. Esplen is a residence district.

Fineview:—This term has been applied to Nunnery Hill on the North Side by councilmanic action, and is the designation of a car line, Route 21, making the loop at Lacock street and Federal street on the North Side, and not crossing to the business section of the old city of Pittsburgh. Nunnery Hill comprises the plateau east of Perrysville avenue, and overlooks the flat section of the city, East street and the Spring Garden valley. This hill was part of the former Twelfth Ward of Allegheny, and is now in the Twenty-fifth Ward of Pittsburgh. There are transfers from Federal street cars to Fineview Line No. 21. The district can be reached also by cars going out East street on Routes 10, 11 and 12, but this involves a long walk or climbing steps; Route 21 being altogether preferable.

Garfield:—That district of the City lying east of the Allegheny Cemetery along Penn avenue, now in the Eighth Ward; the boundaries are indefinite, but its eastern line may be taken as Rebecca street. It was never a borough. It is reached by Penn avenue car lines, Routes 88 and 91.

Glenwood:—The upper end of the outer Second avenue district at the bend of the Monongahela River; originally part of the Twenty-third Ward, now included in the Fifteenth Ward. It takes its name from old Glenwood Grove, a picnic ground of half a century ago. This district was never incorporated as a borough, but has become a common name from the Glenwood Bridge, and the Glenwood car barns of the Pittsburgh Railways Company. There is also a suburban station on the Baltimore and Ohio Railroad called Glenwood, and a bridge so named belonging to the same road on their Wheeling Division, and their freight yards and round house there are also known as the Glenwood Yards.

Greenfield:—A part of the Fifteenth Ward on each side of Greenfield avenue, embodying a part of Pittsburgh originally known as the Four Mile Run district, extending up Forward avenue to Schenley Park, and to the head of Greenfield avenue at Saline avenue, and to the hill overlooking Hazelwood. The name is of local use, and is the designation of cars on Route No. 58, which run on Second and Greenfield avenues.

Hazelwood:—This is also part of the Fifteenth Ward, lying along the river west of Glenwood, and may be presumed to extend as far west as the Jones & Laughlin Works at Marion Junction. It is principally a residence district, although there are many business houses along Second avenue and some on Hazelwood avenue. To the north its boundaries may be taken as reaching to Calvary Cemetery at the head of Hazelwood avenue. This section was never incorporated as a borough. It is also a suburban station on the Baltimore and Ohio Railroad, at Hazelwood avenue. The district is reached by Second avenue car lines on Routes 55, 56 and 57.

Homewood:—A beautiful residence section beyond East Liberty. It may be said to begin at or about Dallas avenue, and extend to the Wilkinsburg borough line, including the Homewood Cemetery, to Forbes street on the south, and Frankstown avenue on the north. It is bisected by the main line of the Pennsylvania Railroad, which company has maintained a suburban station at Homewood avenue since its entrance into the City. Some of the most elegant residences in Pittsburgh are located in this district, principally along Penn avenue. Homewood is reached by cars on Routes Nos. 75 and 76, and along the northern border by Frankstown avenue line, No. 88.

Herron Hill:—The high hill in the center of the old city of Pittsburgh, named for the pioneer family of Pittsburgh, who owned it originally. The hill is included between Center avenue, Craig street, the Grant boulevard and Herron avenue; it contains Herron Hill Park, and the city reservoir within that park. It is the highest land in the city, and one of the highest points in Allegheny County, 1260 feet above tidewater and 583 feet above the level of the rivers at the Point. The outlook from the summit is grand, and the Hill is worthy of a visit. There has been a disposition lately to call the slopes of Herron Hill overlooking Bloomfield and Bellefield, Schenley Heights, and this appellation has been made to cover all the ground to the summit of Herron Hill, which claim is erroneous, as the Schenley estate never owned any of the hill except the small triangular tract along Center avenue, between Craig street and the bend at Aliquippa street. Herron Hill is reached by cars on Routes Nos. 84 and 85, via Center, Herron and Bedford avenues; Center avenue Routes to the eastern slopes of the Hill are Nos. 82 and 83. The Hill is mostly in the Fifth Ward; the lower northern slopes in the Sixth Ward.

Herr's Island:—A large island along the north shore of the Allegheny River reached by bridges over both channels of the river generally spoken of as a whole as the Thirtieth Street Bridge. The island is now a part of the Twenty-fourth Ward of the City. It is altogether a packing house and stock yard district now and is reached by car on Penn avenue Routes 79, 85, 88, 91, 92, 93, 94, 95, 96 and 98 to Thirtieth Street.

Lawrenceville:—A former borough annexed to the City in 1868, dating back to the establishment of the Allegheny Arsenal by the

United States Government in 1814, and called in honor of Captain James Lawrence of the United States Navy; by Wm. B. Foster, the father of Stephen C. Foster, the noted song writer. The elder Foster owned most of the land adjoining the Arsenal grounds and had charge of the Arsenal at that time. This is a large district including the Allegheny and St. Mary's Cemeteries, many manufacturing establishments, including several of the Carnegie Company's plants. On the south it extends to the ravine through which the Pennsylvania Railroad enters the City; at the north it is bounded by the Allegheny River, extending as far east as Forty-eighth street. It is reached by all the Butler street and Sharpsburg cars on Routes Nos. 93, 94, 95 and 96, Bloomfield, No. 92, Penn avenue cars Nos. 88 and 91. The former Lawrenceville district in the Sixteenth and Seventeenth Wards has been divided into the Sixth and Ninth Wards in the renumbering and relocation of the wards in 1909.

Linden Grove:—A part of Oakland reached by the Atwood street cars, Route No. 81, and transferring from Forbes street cars to Atwood. The district never was a borough; the name having originated from the pleasure grounds known as Linden Grove in Civil War days, and the site of Camp Howe, a training camp for recruits, and the rendezvous for different Pennsylvania regiments during that period. The name is seldom heard now, as the district is usually considered as part of Oakland.

Manchester:—The territory of the former large borough of that name lying along the Ohio River on the North Side which became the Fifth and Sixth Wards of the former city of Allegheny. Its eastern boundary was Allegheny avenue; its northern was Island avenue. This district contains a number of large manufacturing establishments. The business district lies along Beaver avenue. It is reached by Routes Nos. 19, Western avenue; 18, Woods Run; and 20, Reedsdale street (formerly Rebecca street).

Minersville:—Originally the Thirteenth Ward of the City of Pittsburgh, now the Fifth Ward; and comprises that hilly portion of Pitt Township annexed to the City in 1868. It includes Herron Hill and Herron Hill Park. It may be said to be bounded on the east by Center avenue and Craig street. It was never a borough, was altogether and has remained a residence district; reached by Wylie avenue, Center avenue and Herron avenue cars; Routes Nos. 82, 83, and 85.

Montooth:—The name of a small borough south of Beltzhoover, annexed to the City in 1907. A residence section reached by Beltzhoover cars on Route No. 49, and Interurban cars to Charleroi and Washington, West Liberty stop.

Morningside:—The hillside district east of the Allegheny Cemetery between the Cemetery and Highland Park; now part of the Tenth Ward. It is strictly a residence district, traversed by Morningside avenue, which is its main street; it is reached by Penn and Negley cars via Butler street on Route No. 96.

Mount Washington:—The South Side Hill district included in the former borough of that name, annexed to the City in 1874, as the Thirty-second Ward, and now part of the Nineteenth Ward. An extensive plateau from the Grandview avenue front overlooking the old City of Pittsburgh, the Ohio River and Valley as far as Brunot's Island; the upper Hill district gives a wide range of view from any point along Grandview avenue. The western limit of Mt. Washington may be said to be Duquesne Heights at Olympia street. To the south it reaches into the valley of Saw Mill Run, and is there traversed by the West Side Belt Railroad. Grandview Park is included in the Mt. Washington district, and the boundaries in that direction may be said to be Beltzhoover and Warrington avenues. Mount Washington is reached by cars via the Mount Washington tunnel on Routes 40 and 41, and via Point Bridge and through the West End, on Route No. 33.

North Side:—This term is now applied to all the territory north of the Ohio and Allegheny Rivers, included within the corporate limits of the former city of Allegheny. This is a large district of the City of Pittsburgh, and contains upwards of 150,000 people. Its business district is along Federal street extending to the North Park, and on East and West Ohio streets. It has also a business district along Chestnut street in the eastern section, which is reached from Pittsburgh on the old city side by the Sixteenth Street Bridge. The North Side district is traversed by trolley routes of the Pittsburgh Railways Company which cross the Sixth, Seventh and Ninth Street Bridges, and by the interurban lines to Butler, Harmony and New Castle. This district is most apt to be referred to as "Allegheny" by elderly residents of the City.

Nunnery Hill—(See Fineview).

Oakland:—This is a large section of Pittsburgh, before the consolidation of the North Side, in the Fourteenth Ward of Pittsburgh; previous to the annexation of the Oakland district in 1868, the whole district was Oakland Township of Allegheny County, a cut off from Pitt Township. Oakland may be said to include all the territory between the bend on Fifth avenue at Robinson street, the summit of the hills to the north of Fifth avenue, and on the south to the bluffs overlooking the Monongahela River, and may be said to also include the Bellefield district, as far as Craig street. Naturally, from its area, this district is both a business and a residence section; it also includes all the public buildings on the Schenley Farms tract, and in Schenley Park, Forbes Field and the Schenley Hotel, and will doubtless be visited by all who come to Pittsburgh, and have the time for sight seeing tours. It is reached by all Fifth avenue and Forbes street cars in the down town districts, on Routes No. 63, 64, 65, 66, 67, 68, 71, 72, 73, 75, 76, 79, 80 and 81.

Ormsby:—This term is applied to the upper section of the South Side from South Twenty-eighth street to the City line at South Thirty-sixth street, extending from the Monongahela River to the

Pennsylvania Railroad (Monongahela Division) skirting the hills. The term originated from the Ormsby family who once owned all this section of the City, and was applied to the borough of Ormsby, which was annexed to the City in 1874. The name "Ormsby" is retained principally as a station and round house and yards for the above named division of the Pennsylvania Railroad, and is also known as the site of the original works of Jones & Laughlin Steel Co., and the extensive additions that have been made to these works. There are a few residences in the district, mainly occupied by foreigners, mill workers, and their families. Ormsby is reached by Carson street cars on Routes Nos. 50 and 52. It is now part of the Sixteenth Ward of the City. This district was formerly called Brownstown.

Perrysville.—Some guide books contain this as a separate district of the the City, but this is an error. Perrysville is an old settlement and village reached by the Perrysville road and the Harmony, Butler and New Castle interurban lines. What the guide books should say is, "The Perrysville Avenue District," Perrysville Avenue being the main thoroughfare to the hills at the north of former Allegheny City. The Perrysville Avenue District contains Riverview Park, and is noted for the beauty and character of its residences. It is reached by Perrysville avenue cars on Routes Nos. 8 and 9.

Point Breeze.—The district at the crossing of Fifth and Penn avenues in the East End. Remember that Fifth avenue starts at Penn avenue down town, and is a very long street, with several curves, crossing Penn avenue again at Point Breeze. This is the old term as applied to a tavern stand at the crossing of these roads in the early days of the City. This is a residence district only, but before the abandonment of the East Liberty Stock Yards of the Pennsylvania Railroad, the north side of Penn avenue, and the west side of Fifth avenue were the border lines of the stock yards district and the railroad yards that belonged to them. The name is perpetuated in the designation of the Point Breeze Presbyterian Church, on the northeast corner of Penn and Fifth avenues. The district is reached by Fifth avenue cars on lines 75 and 76.

Schenley Heights.—This term describes the high ground of the Schenley Estate lying on both sides of Center avenue, from the bend at the top of the Hill at Aliquippa street as far north as Craig street, but as mentioned in the description of Herron Hill has been made to include all the northern and eastern slopes on that hill, which, excepting the small strip, were never owned by the Schenleys. The Heights are reached by Center avenue lines Routes 82 and 83, and by transfers to those lines at Center avenue and Craig street from Routes 71, 72 and 92.

Shadyside.—A large section of the East End district of the City, included between Fifth avenue and the Pennsylvania Railroad, east of Craig or Neville streets. Shadyside is mainly a residential district, and is noted for the number and character of the many fine residences. The name

originated from the former suburban station, still maintained, on the Pennsylvania Railroad at the foot of Amberson avenue. The eastern boundary of Shadyside may be estimated as Shady avenue. It was originally included in the Twentieth Ward, but in the re-numbering of the wards it is now the Seventh. This territory was annexed to the City in 1868.

Shalerville:—A residence district in the Saw Mill Run Valley back of Mount Washington, principally that part of the Mount known as Duquesne Heights, originally part of the Thirty-fifth Ward of the City, now part of the Twentieth Ward. The name originated from a pioneer family in the district. It is reached by Mount Washington cars from Liberty avenue and Stanwix street on Route 33.

Sheraden:—The extreme western part of the City also part of the Twentieth Ward, and the former borough of that name, annexed to the City in 1907. Previous to its admission to the City it had established its own business section, but it is now largely a residence district. It is reached by local trains on the Pan Handle Division of the Pennsylvania Lines West of Pittsburgh, and trolley cars on Routes 31 and 32, from Liberty avenue and Stanwix street.

South Side:—Usually this designation has reference to the several districts on the south side of the Monongahela River, extending from Point Bridge to the City line at South Thirty-sixth street, and between the river and the hills, but in this book it has been made to cover all that part of the City south of the Monongahela river as distinguished from the old City of Pittsburgh between the Monongahela and Allegheny Rivers, and the former City of Allegheny now known as the North Side. In the South Side district, as outlined in this paragraph, is included the areas of six separate boroughs which were annexed to the City in 1874. These are now included in the Nineteenth, Seventeenth and Sixteenth Wards. There are stations on the Monongahela Division of the Pennsylvania Railroad at South Twelfth and South Twenty-third streets, and Ormsby; and on the Pan Handle Division of the Pennsylvania Lines West of Pittsburgh, at Smithfield and Carson streets and at Point Bridge. Carson street is the main thoroughfare and extends the whole length of the South Side district from the western line of the City at Chartiers Creek to South Thirty-sixth street. Below Smithfield street it is called West Carson, and above Smithfield, simply "Carson" street. From Smithfield street down a transfer car on West Carson street connects the West End cars and the Smithfield street lines; this route is not numbered, simply known as "P. & L. E. Transfer." The lines proceeding up Carson street to the east are Routes 50 and 51, via the Smithfield street, and 52 and 53 via the Second Avenue Bridge. There is also a line from Carrick and the Brownsville road, 54, with its terminal at Forbes and Brady streets at the north end of the Twenty-second Street Bridge, which transfers to cars passing there in each direction.

Soho:—A century old name applied to the mill district between Gist street and the bend on Fifth avenue at Robinson street, from the Monongahela river to the summit of the hills north of Fifth avenue.

Fifth avenue, one of the main thoroughfares and Forbes street, another main thoroughfare, traverse this district; also Second avenue, which lies along the river. On the Second avenue side of the district there are numerous large manufacturing plants, and the Pittsburgh Division of the Baltimore & Ohio Railroad has its tracks under the brow of Boyd's hill, and between Second avenue and the hills as far as Hazelwood. The Soho district was never incorporated as a borough, but has been maintained as a sectional name, and is in common use as such. All Fifth avenue, Forbes street and Second avenue car lines pass through it. These have been enumerated under the description of the Oakland, Hazelwood and Glenwood districts. There are a number of business houses, principally of retail character, along Fifth avenue, through the entire district, and a few on Forbes street. The residential character of the district is old and not very attractive, it being largely populated by foreign mill workers and their families.

Squirrel Hill:—A very large residential district of costly and beautiful homes, lying on both sides of Forbes street, beyond the eastern limits of Schenley Park. Its main thoroughfare is Forbes street, and this section is traversed by Forbes street cars on Routes 63, 64, 65, 66, 67, 68, 79, 80 and 81. Its boundaries are rather indefinite, and a visitor will find it a large plateau which may be assumed to extend as far north as Fifth avenue, and east to the Homewood Cemetery. The Squirrel Hill section was annexed in 1868.

Troy Hill:—A small hill on the North Side of the river, also called Mt. Troy, formerly the Thirteenth Ward of Allegheny City, and now part of the present Twenty-fourth Ward. It is principally a residence section, and the district is the eastern boundary of the City on the north side of the river; reached by Troy Hill cars on Routes 4 and 5.

West End:—Was usually counted that portion of the South Side district extending from the Point Bridge to Saw Mill Run, and all that part of the City on both sides of the run to the lines of the (then) Elliott Borough and Shalerville. This district was admitted to the City in 1874, and was included in two boroughs, viz: West Pittsburgh and Temperanceville. In the old City these were the Thirty-fourth and Thirty-sixth Wards, now part of the Nineteenth and Twentieth Wards, and reached by West End cars to South Main street on Routes 27, 33, 28 and 29, and by Routes 34 and 35 to Steuben street.

West Liberty:—A former suburban borough along the old Washington Pike, admitted to the City in 1908. It is principally a residence district, although there are some coal mines still worked in the valley along the pike, now West Liberty avenue, between Brookline and Beechview. It is reached by cars on Routes 38 to Castle Shannon, and 39 to the Brookline boulevard.

Woods Run:—A large district in the lower or western portion of the North Side, extending from the Ohio River to the hills and Island avenue, and on the east to the western line of the city, and taking in the territory in that level district. The name originated from a winding stream long

since sewered. It is also the name of a local station for trains on the Pennsylvania Lines West of Pittsburgh. Is largely a manufacturing district; some very large plants within its boundaries; there are some business houses along Preble avenue. It has a large foreign population. It is reached by cars on route 18, lettered "Woods Run," and also known as the "Union Line." Woods Run is distinctly a local name, and was never incorporated as a municipality. The Western Penitentiary of Pennsylvania is in this district, the car stop for which is Doerr street, formerly Sterling street. The Woods Run Settlement House attracts many visitors interested in settlement work. This building is at No. 5 Petrel street.

BOROUGHES CONTIGUOUS TO THE CITY.

There are twenty-three boroughs touching the municipal boundary lines of Pittsburgh or separated from those lines by river or creek. In alphabetical order these are, Aspinwall, Bellevue, Carrick, Crafton, Dormont, Edgewood, Etna, Greentree, Hays, Homestead, Ingram, Knoxville, Millvale, McKees Rocks, Mt. Oliver, Munhall, Sharpsburg, Spring Garden, St. Clair, Swissvale, West View, West Homestead and Wilkinsburg. The others mentioned are close to the city. All these boroughs are incorporated towns under the laws of Pennsylvania and each has its separate municipal and school governments. This is true also of the other boroughs in the Pittsburgh District, which includes the Pittsburgh Metropolitan District as the U. S. Census Bureau puts it, or all territory within a radius of ten miles of the City.

The boundary lines of Pittsburgh as a municipality are most frequently street lines; the other side the boundary line of some borough or township. Except for purposes of taxation and voting these lines are disregarded by Pittsburgh people and contiguous boroughs are spoken of as parts of Pittsburgh. Hence the frequent use of these borough names in this book as localities such as Bellevue, Knoxville, Wilkinsburg, Sharpsburg, etc. All are served from the various substations of the Pittsburgh postoffice, and some of the names are carried on the trolley cars as route designations. Often several boroughs are adjoining such as Knoxville, Mt. Oliver, St. Clair, Carrick and Brentwood, and all served from one sub-postoffice, Mt. Oliver. All these boroughs can be reached by one trolley line. Residents of these boroughs generally sign hotel registers with the home address, Pittsburgh, and justly. It is the postoffice address. No one from Knoxville borough, adjoining Pittsburgh on the South Hills, registers "Knoxville, Pa.," for that is a large town in the northern part of the State. Hence practically, though not politically, Pittsburgh, these contiguous boroughs should be listed and defined. Another point to be considered is in the matter of street names; for instance, Wood street, Pittsburgh, is an old and main business thoroughfare downtown. Wood street, Wilkinsburg, is a business street in that borough, seven miles east of the old city street. Again Wood street, Wilkinsburg, extends into the Brushton district of the City and there takes the name of Oakwood, to

avoid the duplication of the downtown thoroughfare. Therefore as to streets; ascertain whether the street you want is in the City or some adjoining borough.

Take Lincoln for instance; it is bestowed on a main East Liberty thoroughfare and we have also North Lincoln avenue on the North Side. Then there is Lincoln avenue in Bellevue, and again in Millvale. Get the section of the City and make sure of both it and the street.

The boroughs contiguous to and touching the City line will be mentioned first as they are located by the points of the compass and then listed and defined in alphabetical order with other boroughs of Allegheny County.

First to the east and touching the Monongahela river is the borough of Swissvale and extending northward to the borough of Wilkinsburg. East of Wilkinsburg and north of Swissvale is Edgewood, and east of Swissvale along the river is Rankin, then Braddock and North Braddock, all closely built up and connected by streets, railroads and trolley lines. North of Wilkinsburg is Penn Township extending to the Allegheny river, much of this with a city appearance; all practically an extension of Pittsburgh to the east and part of Greater Pittsburgh, so called.

Crossing the Allegheny river and separated by the river from the corporate line of Pittsburgh in that direction there come in order, proceeding down the river, the boroughs of Aspinwall, Sharpsburg, Etna and Millvale. The western boundary of Millvale is the eastern boundary of the North Side at the river just above the Herr's Island bridge of the Baltimore & Ohio railroad. Directly north of Troy Hill in this eastern section of the North Side is the borough of Spring Garden, mainly in the valley of Spring Garden Run, and reached by cars on trolley route 1. The township lines of Reserve and Ross carry the City line also to the new borough of Westview and the old borough of Bellevue to the west of Westview, the westerly line of Bellevue at the Ohio river.

Crossing the Ohio river the large borough of McKees Rocks lies on the West side of Chartiers creek. On account of the rugged topography of this region the City line makes some queer twists. Lying between Sheraden and Chartiers creek is part of Chartiers Township, nearly all of which has been annexed to the City or made into boroughs. South and west of Sheraden and extending to the creek is the borough of Ingram. The large borough of Crafton comes next to the east extending to the Noblestown road, across which is the altogether rural section called Greentree, incorporated as a borough, but altogether a community of suburban homes and small farms, traversed by the Wabash Railroad or the Wabash-Pittsburgh Terminal as it is also known. The northern line of Greentree is the City line of the Twentieth Ward. Union Township intervenes between Greentree and the City lines of

the Beechview and Brookline portions of the Nineteenth Ward. Then comes the new borough of Dormont and beyond that to the south, the township of Mt. Lebanon, reached by cars on Route 38.

To the east of the boundary line of the City's Nineteenth Ward in the Brookline and West Liberty district lies the portion of Baldwin Township in the Upper Saw Mill Run Valley and the hill on the south side of the run. The interurban trolley lines to Washington and to Charleroi traverse this valley as far as Castle Shannon; the City line is at Reflectorville station on this road, Route 37 traverses the valley also.

Across Saw Mill Run and extending up the hillside is the large borough of Carrick; extending also across the Brownsville road, almost surrounded by the remaining portion of Baldwin Township and the new borough of Brentwood recently created out of this township. Between the north line of Carrick is the borough of St. Clair formerly the township of Lower St. Clair, rather all that was left of it, except a small triangular plot in the lower Saw Mill Run Valley and on the hillside back of Mount Washington.

Coming into the city along the Brownsville road, an improved county road, passing the South Side Cemetery, and farther in, two church cemeteries—St. George's and St. Joseph's, the boroughs of Knoxville and Mount Oliver are reached, the road the dividing line of these boroughs. At McKinley avenue there is a car line called "Bonair" and transfers to and from Carrick cars, 45 and 46, and morning and afternoon service on Route 47. Before reaching the two church cemeteries, Noble's lane is passed, which leads down into Saw Mill Run Valley, through which passes an improved county road paved with vitrified brick. The City line is at Adara street into which Noble's lane merges. Back of Mount Oliver, and stretching over the hills to the Monongahela River, is a portion of the borough of St. Clair, which bounds the South Side and the east end of the Sixteenth Ward, the section known as Ormsby. The Brownsville road in Knoxville and Mount Oliver is called Southern avenue, and reaches the City line at Arlington avenue, at the head of South Eighteenth street; route 53 follows this street to Carson street, and reaches the business section of the city via the South Tenth Street Bridge, and Second avenue; Route 54 also follows South Eighteenth street and crosses the South Twenty-second Street Bridge to Forbes and Brady streets, transferring at Carson and South Nineteenth streets, and at Forbes and Brady streets; at the former to Carson street routes both ways, Nos. 50 and 51, and at Forbes and Brady streets to all Forbes street cars both ways, and also to Second avenue lines, under the north end of the bridge (see under Transfers, page 38); Routes 50 and 51 cross the Smithfield Street Bridge with their terminal at Grant street and Liberty avenue, in front of the Pennsylvania Station.

This completes the statements of the environs of Pittsburgh by contiguous municipalities, not included within the corporate limits of

the City, and will serve to impress upon a visitor's mind the fact that much of Pittsburgh is not "Pittsburgh" when municipal lines are considered.

But there are also other boroughs contiguous in a sense—the Monongahela River intervening. Across that river at the upper end of the Glenwood district and reached by the Glenwood Bridge of the Pittsburgh Railways Company is the borough of Hays lying in the valley of Street's Run, which is traversed by the tracks of the Wheeling Division of the Baltimore and Ohio Railroad crossing the river on the railroad bridge directly above the Glenwood Bridge. Across Street's Run is the borough of West Homestead extending up the river to the line of the large and famous borough of Homestead at Hays street.

Back of West Homestead is New Homestead closely built up but not included in the borough of West Homestead. In the flat along the river are the extensive works of Howard Axle Company, a Carnegie Company plant, and those of the Mesta Machine Company. The tracks of the Monongahela Division of the Pennsylvania Railroad and the Pittsburgh, McKeesport & Youghiogheny Division of the Pittsburgh & Lake Erie Railroad, follow the south bank of the river.

The borough of Homestead is divided into five wards. It extends up the hill to the south, and east to the City Farm lane, so called from leading to the poor farm and almshouse formerly used by the City of Pittsburgh but abandoned and sold to the Carnegie Steel Company for their extensive and best known works, the famous Homestead Mills, which include the armor plate department. These works are within the corporate limits of the borough of Munhall. Next to Munhall on the east is the borough of Whittaker and across the Monongahela are the boroughs of Swissvale and Rankin, which brings us to our starting point in this description of contiguous boroughs. It is well to remember that the Monongahela flows north and "up" is south.

OTHER BOROUGHS IN ALLEGHENY COUNTY.

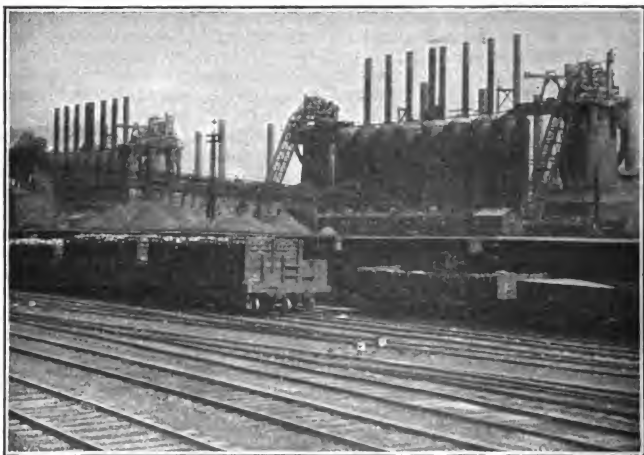
In addition to those mentioned as contiguous to Pittsburgh, there are many large boroughs or towns in Allegheny County that must receive mention. These are taken with the city and other incorporated districts to make up the Greater Pittsburgh. In alphabetical order these may be enumerated and located as follows:—**Avalon**, below Bellevue and contiguous to it, formerly known as West Bellevue; **Ben Avon** and **Ben Avon Heights**, immediately below Avalon; **Bradford Woods**, a new borough on the "Harmony Route," 15 miles from Pittsburgh, a beautiful suburban place of delightful homes; **Brentwood**, a new borough adjoining Carrick, out the Brownsville road, via South Eighteenth street; **Bridgeville**, on the Chartiers branch of the Pan Handle Division Pennsylvania Lines West, and the Wabash Railroad, 12 miles from the City; **Brackenridge**, above Tarentum on the north side of the Allegheny River; **Braddock**, the large manu-

facturing town, noted in history as the scene of Braddock's defeat on the Monongahela River in 1755, the location of the great Edgar Thomson Steel Works of the Carnegie Company, 10 miles from the Pennsylvania Station at Liberty avenue and Eleventh street, Pittsburgh; **Chalfant**, a new borough northeast of Wilkinsburg; **Cheswick**, also on the north side of the Allegheny River, 14 miles up; **Dormont**, beyond the South Hills, in the vicinity of Mt. Lebanon; **Dravosburg**, on the Monongahela River, opposite McKeesport; **Duquesne**, a large borough before reaching Dravosburg, the location of the Duquesne Steel Works and furnaces of the Carnegie Steel Company; **East McKeesport**, adjoining that city; **East Pittsburgh**, in the Turtle Creek Valley, the location of the very extensive works of the Westinghouse Electric and Manufacturing Company; **Edgeworth**, on the Ohio River, adjoining Sewickley, a beautiful residence community; **Elizabeth**, on the Monongahela River, 22 miles from the City; **Emsworth**, on the Ohio River, below Ben Avon; **Glassport**, on the Monongahela River, above the junction of the Youghiogheny River; **Glenfield**, on the Ohio River, below Emsworth; **Haysville**, a small borough on the Ohio River below Emsworth; **Heidelberg**, adjoining Carnegie, a residence community; **Leetsdale**, a borough on the Ohio River at the extreme end of the County, the location of some large manufacturing works; **Liberty**, a small borough on the Youghiogheny, formerly part of Port Vue; **North Braddock**, that portion of Braddock north of the Pennsylvania Railroad, a separate municipality from the old town of Braddock; **Oakdale**, a borough on the Pennsylvania Lines West (Pan Handle), about 15 miles from the City; **Oakmont**, on the south bank of the Allegheny River, adjoining Verona; **Osborne**, a small borough adjoining Sewickley at its eastern end; **Pitcairn**, a large borough on the main line of the Pennsylvania Railroad, containing the shops and yards of that road, 15 miles east of the City; **Port Vue**, a small borough on the Youghiogheny River, adjoining McKeesport; **Roslyn Farms**, a small residence borough adjoining Carnegie on the east; **Sewickley**, a large town on the Ohio River, one of Pittsburgh's most beautiful suburbs, containing many handsome residences of Pittsburgh business men; **Springdale**, on the Allegheny River, between Cheswick and Tarentum, 17 miles from the City; **Tarentum**, a large borough on the north bank of the Allegheny River, 22 miles from the City and containing several glass houses and large manufacturing plants; **Thornburg**, a small borough in the Chartiers Valley, adjoining Crafton on the west bank of the creek; **Turtle Creek**, a large town taking the name of the creek, between East Pittsburgh and Wilmerding; an attempt was made recently to change the name of this borough to Westinghouse but the courts having jurisdiction refused to assent; **Verona**, a borough on the south bank of the Allegheny River, largely a residence section, containing the shops of the Allegheny Valley Division of the Pennsylvania Railroad and several large manufacturing plants; **Versailles**, a borough on the Youghiogheny River above McKeesport; **Wall**, formerly Wall Station, adjoining Pitcairn, con-

taining part of the extensive freight yards of the Pennsylvania Railroad Company and largely the homes of railroad men and their families. **Westwood**, a small borough adjoining McKees Rocks; **Whitaker**, a borough on the Monongahela River, above Munhall, containing principally the homes of mill workers at extensive plants of the Carnegie Company at Munhall, usually referred to as the Homestead Works; **West Elizabeth**, opposite Elizabeth and connected by a county bridge which is free of tolls; **Wilmerding**, a large borough containing the location of the Westinghouse Air Brake Works, the Westinghouse Air Brake Company having founded the town in 1890, on the main line of the Pennsylvania Railroad, between Turtle Creek and Pitcairn; **Wilson**, a borough on the Monongahela River above West Elizabeth.

The borough lines of none of these mentioned touch the boundary lines of the City, some (as Carnegie) are but a few miles distant.

All boroughs not mentioned in the foregoing list are contiguous to the City and have received mention in the section under that head, which see (page 63).



A PITTSBURGH BLAST FURNACE.

CHAPTER III

Special Transportation Facilities

Inclines, Ferries, Bridges

Inclines.—To reach the summits of the precipitous hills, a system of inclined planes has long been in use. Properly speaking these are inclined railways. On some of them passengers and vehicles are carried on the same car with a cabin on the car for passengers; several are for passengers only, while one company has a separate plane for vehicle traffic. Locally these planes are referred to as inclines and are known by the locality to which they lead or the street from which they are entered to ascend. The angles of these planes vary from 12 degrees to 40. Seven inclines are on the south side of the Monongahela river, four of them reaching the top of Mt. Washington, the high hill whose abrupt and rocky face comes close to the river opposite Water street. These four have the greatest angles but are comparatively short compared with the three upper ones. In order, these three lower inclines are:

The Duquesne, for passengers only, extending from West Carson street below the Point Bridge to Grandview avenue on that part of Mt. Washington called Duquesne Heights. The total length is 800 ft.; height 400 ft. and the angle of incline 30 degrees.

The Monongahela Incline, with separate planes for vehicles and passengers, on West Carson street, opposite the Pittsburgh & Lake Erie Railroad passenger station, at the south end of the Smithfield Street Bridge.



DUQUESNE INCLINE, WEST CARSON STREET

This incline also leads to Grandview avenue, the upper station at Wyoming street. Its total length is 640 ft.; elevation 370 ft. and the angle of the plane 30 degrees.

The Monongahela Vehicle Plane is alongside the passenger plane and is without a cabin, though it is sometimes used in emergencies for passenger traffic.

The upper station of the Duquesne Incline is between Cohasset and Oneida streets. The Mt. Washington cars on Route 40 have their terminal in front of this station.

The Monongahela Incline runs continuously, except for an occasional shutdown for repairs. The Duquesne runs continuously, except from 1 a. m. to 7 a. m. on Sunday.

The Castle Shannon, at Carson street and Brownsville avenue, the tracks of the Pennsylvania Lines Southwest (Pan Handle Route) passing over the lower station. This incline has its upper station on Bailey avenue, Mt. Washington. The name Castle Shannon applied to this incline came from its being the terminal of the Pittsburgh & Castle Shannon Railway, a narrow gauge steam road, which has been widened and electrified and is now part of the Pittsburgh Railways Company's system over which the interurban lines run to Washington and Canonsburg, Pa., and to Charleroi, Pa., as far as Castle Shannon. The incline as at present constructed was opened in 1880. Its length is 1368 ft., height 461 ft., rise is 34 ft. to the hundred, the angle about 17 degrees. The hours of operation are from 3 a. m. until 1 a. m., except on Sunday morning, when service begins at 6 a. m.

The upper South Side inclines reach the hill top at a less angle and by greater length of roadway by reason of their routes being upon less declivitous portions. They are three in number, viz.:

The Knoxville, from Bradford street, at the head of South Eleventh street two blocks above Carson street, to Warrington avenue, at the head of Brownsville avenue, Arlington avenue opposite. This incline is 2640 feet long and has a rise of fourteen feet to the hundred. Its perpendicular is 370 feet. It has a decided curve in it and for much of the way the road bed is upon the ground. This incline runs day and night, except from 1 to 6 a. m. Sundays. Passengers and vehicles are carried on the same car but there is a cabin for passengers and a conductor goes with the car. Cars on Routes 46, 47 and 48 pass the upper station.

The Mt. Oliver Incline, from Bradford street at the head of South Twelfth street to Warrington avenue, is for passengers only. It is 1600 feet long, 380 feet high and has an angle of 12 degrees. It is available to reach Arlington avenue car Route 48 to that section known as Allentown and also Mt. Oliver and St. Clair boroughs adjoining. Its use is much of a local nature, being largely used by workmen. This incline and the Knoxville and the Castle Shannon are operated by the Pittsburgh Railways Company.

South Twenty-second Street Incline, usually so called, is owned and operated by the St. Clair Inclined Plane Co. Its lower terminal

is on Josephine street, between South Twenty-second and South-Twenty-third streets. Its upper terminal is on Salisbury street between Fernleaf and Sterling streets. The length of the track is 2000 feet; perpendicular length of plane, 250 feet; the angle of the plane is small—about twelve degrees. This incline is operated between 4:30 A. M. and 12:30 A. M. Transfers are given to the trolley lines on Carson street, which is four blocks distant, going toward the Monongahela River, or in a northerly direction. The incline is used for both vehicles and passengers; the conductor is at the foot of the plane; commutation tickets are used. At the top of the plane cars on Route 48 via Arlington avenue are available to come back to the City. The down-town terminal via Smithfield street, Third avenue and Wood street, to Water street and return via Mount Washington tunnel. The company is about to change the motive power of the plane from steam to electricity. This incline is patronized principally by residents of that section of the South Side known as Arlington Heights and is much used by workmen for the purpose of reaching the mill districts of the upper South Side. The view from the top of the hill is extensive, but not quite so much as from the lower inclines, being confined to Hazelwood and the outer Second avenue districts of the City, the Monongahela River, and the South Side flat district..

The Pittsburgh Railways Company also operates the Penn Incline from Liberty avenue and Seventeenth street to the hill above the Pennsylvania tracks, landing on Arcena street at Ledlie street. Cars on Bedford avenue running east and west are in sight a block away, the Route number 85, the eastern terminal on Herron avenue at Herron Hill car barn. Tickets may be purchased at the incline carrying a return privilege from the cars. The incline is 849 feet long, 371 feet high and has an angle of $22\frac{1}{2}$ degrees. The rise, 45 feet to the hundred. The view from the hill is not so extended as from Mt. Washington but it is wide spread enough to justify a trip up. "Upper Allegheny," or the eastern end of the North Side of the City and the region lying along the Allegheny from the Point to Sharpsburg is spread out in plain sight. This incline carries vehicles and passengers.

The transfer service mentioned is limited to outbound cars, or those going east on Liberty and Penn avenues, at Seventeenth street, on coming down the incline, and from inbound cars to go up. These are Routes 72, 79, 86, 88, 91, 92, 93, 95, 96 and 98. Routes 91, 92, "loop lines," are always outbound on Penn avenue. From the upper station to come down town, cars on Routes 82, 83 and 85 are available at Center avenue and Devilliers street, four blocks south of Central Park; to go east, at top of hill, cars on Route 85 can be had at Bedford avenue and Devilliers street, running one way, only, on Bedford avenue, as far as Herron avenue.

From Downtown to Lower Inclines—and from One to Another, and Vice Versa. The lower South Hills inclines lie almost in a straight line and are easily reached from the business section of the City and

are well worth patronizing for short sightseeing trips, as magnificent views of the City and the rivers can be obtained from the upper station of each incline. It is possible to look down the Ohio for several miles and up the Allegheny as far as the Lawrenceville district. All of the "Hill Section" of the Old City and the North Side is in plain view. The view up the Monongahela is confined to the harbor mainly, the river making a bend below Lock No. 1. Better views of the Monongahela can be had from the upper South Side inclines and from Boyd's Hill along Bluff street.

From the upper station of the Monongahela Incline at Grandview avenue and Wyoming street, Mt. Washington, it is a delightful walk of about a mile to the Duquesne Incline, upper station, a charming outlook from the summit all the way. A short distance above the incline station at Sweetbrier street is the highest portion of the hill and the view from this point is truly delightful.

If one is not inclined to walk, cars can be taken on Route 40, which turn into Grandview avenue at Shiloh street, the first street above the Monongahela's upper incline station on Grandview avenue, that is, to the right or west on emerging from the station. The return to the City can be made via the Duquesne Incline and West End cars passing east on West Carson street and crossing the Point Bridge. These car routes are numbered 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35, and will proceed along Water street to Penn avenue and find their terminal at Liberty avenue and Stanwix street diagonally across from the Wabash Passenger Station.

Conversely, these sightseers going up the hill via the Duquesne Incline can return via Car Route number 40 on Grandview avenue, the street along the brow of Mt. Washington. This route has its terminus at the Upper Duquesne Incline Station, and one can ride to Grandview avenue and Shiloh street, close to the upper station of the Monongahela Incline, or he may remain on the car and return to the business section leaving the car at any point on Smithfield street between Water street and Seventh avenue. If the visitor chooses to come down the Monongahela Incline he will be landed close to Carson and Smithfield streets and can proceed to the business section on any car emerging from the tunnel seen above the corner of Carson and Sycamore streets, looking under the "Pan Handle" Railroad tracks that are overhead the trolley lines at that point. Care must be taken, if desirous of going beyond Third avenue on Smithfield street, or to the Pennsylvania Station to take a car that does not turn at Third avenue.

Cars coming out of the Mount Washington tunnel are accessible at Carson and Smithfield streets coming from under the Pennsylvania's "Pan Handle" tracks and are on Routes numbered 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48 and 49; also the Washington and Charleoi interurban lines car. Of these numbers 38, 39, 42, 45, 46, 48 and 49 turn at Third avenue and thence into Wood street to return to the bridge via Water street. Numbers 40, 41 and 47 turn at

Seventh avenue, the interurban and numbers 37, 43, 44 reach the Pennsylvania Station, at Liberty avenue and Eleventh street, or go close to it.

Carson street cars, numbers 50 and 51, turning into Smithfield street will land passengers at Grant street and Liberty avenue.

There is a car going west on West Carson at Smithfield street, marked "P. & L. E. Transfer," but not numbered as a route. Do not take it to go to the business section unless you want to return via the Point Bridge, where you transfer to any car crossing the Point Bridge, all of which pass the lower station of the Duquesne Incline, and land passengers at Penn avenue and Stanwix street or Liberty avenue and Stanwix street.

If one wishes to walk from the Monongahela Incline station on Grandview avenue, sometimes called the Mt. Washington Incline, he will go to the left on emerging from the station, to Wyoming street, proceed along that street to Bailey avenue—at the top of the hill, turn left on Bailey until he comes to the Castle Shannon upper station from whence he can descend and return to the business section via Carson Street cars, numbers 50 and 51, at the lower station of the incline. One fare with transfer to car will bring a passenger to any point between the incline station and the Pennsylvania Station on Routes 50 and 51.

It is obvious that for sightseeing purposes any of these tours can be reversed. All are recommended as short and instructive.

Safety.—Visitors to Pittsburgh unused to traveling via incline planes often hesitate to use them. Very timid persons, women mostly, have looked up at the frowning heights and left the car before passage. In the 45 years inclines have been operated in Pittsburgh not a passenger has been killed. Employees have been killed and injured but accidents to cars in transit have been most rare and not serious. The maximum of safety is always maintained. In addition to the double hauling steel cable on some planes and the heavy hauling cable on others of same material, all lines have an additional steel cable running slack as a "drag rope" or cable, as a precaution and safeguard.

The lofty and beautiful elevations of the City with the inclines and adequate trolley car service have been brought into easy communication with the business section. The inviting views presented by the varied landscape, rivers, hills and plains, combine most pleasantly art and nature, and no stranger should visit Pittsburgh without taking a view of the City from Mt. Washington, both in daytime and at night. The night scene is especially inspiring and is one to be long remembered.

Five cent fares are charged on the inclines with tickets at commutation rates. Transfers are given from the Duquesne and Monongahela planes to the trolley cars on one fare to go to the City and for two fares to return via trolley and incline. In the latter case a three coupon slip is used, one part for the trolley car over, one back and one to ascend. The Monongahela plane has a conductor at both upper and

lower stations. Some a conductor below only, the engineer or an assistant attending the upper station. This is the rule at most of the planes except at South Eleventh street or Knoxville, where there are conductors on the cars. The inclines controlled by the Railways Company transfer to and from their car lines, using the same transfer slips as they do in transferring from one car route to another. In asking for transfers on the cars to inclines (or vice versa) as from one route to another, the rule is to make the request upon paying car fare. The Railways Company sells a book of twenty car tickets for one dollar to be had from conductors and a car ticket is a cash fare good on incline and trolley car and entitles one to a transfer slip. The Castle Shannon Incline sells a slip of ten tickets for 25 cents, but these tickets do not entitle the user to transfer to trolley cars. If intending to use the inclines to any extent it is advisable to ask for commutation rates.

Ferries.—There is now but one local ferry for vehicles and this also carries passengers; it is from West Carson street, at the mouth of Saw Mill Run, to the lower part of the North Side, landing at the foot of Chateau street, on the Ohio River, and is known as the Short-Cut Ferry. It is but a short distance from the landing, about one hundred yards to Beaver avenue, at the foot of Reedsdale street, formerly Rebecca, where Car Route No. 20 turns into Beaver avenue. A short distance east on Reedsdale street is Ridge avenue, an automobile thoroughfare to the business portion of the North Side, coming out on the West Park. There are several motor boat ferries for passengers only, one from Doerr street, North Side, in the Woods Run district, landing on the opposite shore at McKees Rocks. This is a large suburban town reached by the West End trolley lines and the Pittsburgh and Lake Erie Railroad. Doerr street is at the upper end of the Western Penitentiary. Crossing from the South Side via the ferry, one can proceed a short distance to Preble avenue, and thence to Beaver avenue, where cars are available on Routes 18, 19 and 20 to the business section of the North Side. Cars on Route 18 run on Preble avenue; 19 and 20 do not go that far. The numerous bridges, now toll free, have put ferries out of business in Pittsburgh.

Bridges—Pittsburgh is a city distinguished for its many bridges. Here the mechanical mind will find several which for beauty, massiveness and strength, are unsurpassed; in variety including almost every kind of bridge architecture which has been approved by experience. Bridges are not only numerous across the rivers, but also cross the ravines that are met in various parts of the city and in the parks, and over the gorges through which the Pennsylvania and other railroads have their rights of way. These bridges must be listed and explained. There are no tolls for pedestrians or vehicles in Pittsburgh or in Allegheny County, except on four bridges, and no toll roads in the county.

The City of Pittsburgh owns one bridge over the Allegheny River at the historic Point, known as the new Manchester bridge, and four over the Monongahela River.

Over the Allegheny.—Beginning at the Point and going up the Allegheny River, besides the new Manchester, opened for travel in August, 1915, there are in order, the Sixth, or Federal Street Bridge; the Seventh, or Sandusky Street; the Ninth, or Anderson Street; the "double deck" Pennsylvania Railroad Bridge at Eleventh street (a walk on the upper side for foot traffic only), the Sixteenth, or Chestnut Street; the Thirtieth Street, or Herr's Island; the Forty-third Street; the Sharpsburg; the Highland Park (the two latter leading from Butler street. The Forty-third Street Bridge connects the City with Millvale Borough. The Thirtieth Street to Herr's Island, where the Stock Yards are located, is in two parts—one from the Island to the north shore. The double names for the bridges arise from the changes of street names, the bridges called by each name as given above; thus North Side people, or inhabitants of that portion of Pittsburgh which was formerly the City of Allegheny, usually designate the bridge at Federal street by that name, while Pittsburgh people, or dwellers in the Old City, have not ceased to call it the Sixth Street Bridge from the Pittsburgh street's designation, though the Pittsburgh end, the bridge portion and the North Side end are all one thoroughfare, now called Federal street. There are even old folks who will refer to it as the St. Clair Street Bridge from the original street name from the founding of the city. So also the Ninth Street Bridge will be referred to as Hand street. These names commemorating Revolutionary generals prominent in the early history of the City were dropped for the ordinal designations in 1868. The original names will be found in all histories and mention of the city prior to that year. The Seventh Street Bridge is modern. The new Manchester Bridge over the Allegheny takes the place of the old Union Bridge—a low wooden covered bridge of the old style which was removed as an obstruction to navigation after extended litigation by orders of the United States Government. As many pictures of Pittsburgh are extant showing this old bridge, and it seems proper to inform the visitor that it has long been gone, the old shore piers remaining, and the stranger at the Point will see in its stead a magnificent specimen of bridge architecture of the type known as the Pennsylvania truss. It is 2183 feet long, with two steel spans, each 531 feet long, 70 feet above the water at all points, 60 feet wide, with 12-foot sidewalks extended over the sides, with a uniform roadway and approaches 80 feet wide. It has two shore piers and a center pier. The height mentioned is above the water at the usual level or that maintained in the Pittsburgh Harbor, to be explained later on in this book. The height is far above any flood level recorded. Technically speaking, this bridge is a sub-divided curve chord Pratt truss; its floor system is steel buckle plates on steel stringers. The height of the truss above the level of the floor is 96 ft.

The Manchester Bridge takes its name from the fact that it is the direct roadway to the former borough of that name, which became the Fifth and Sixth Wards of the former City of Allegheny, and

is now the Twenty-first Ward of Pittsburgh. The new bridge has six concrete arches on the north approach and is entered at that end from Galveston avenue, formerly Grant avenue. At the Point the approaches are from Duquesne way and Water street by a grade made for the purpose. No car lines yet cross this bridge, but it is expected that an arrangement will soon be entered into between the City and the Pittsburgh Railways Company whereby one or more lines of trolley cars will be routed over it. The line now numbered 18, "Union Line-Woods Run," which formerly crossed the old Union Bridge, is expected to be restored to its former route. It now reaches its terminal via the Sixth Street Bridge, Federal street, Ohio street, Western avenue, etc. Some other line may also be routed over the bridge, but of this no specific data is at hand at the time of the publication of this book, and when the arrangement of routes is completed, it will be inserted in subsequent editions, or a page or slip tipped into existing copies, so informing the public. The route from the business section to the lower North Side or the Ohio River district, is so much shorter by the new bridge that it seems necessary that a satisfactory arrangement routing street cars be made soon and may be looked for at any time, and if interested, the visitor is advised to make inquiry as to the matter. The assertion has been made above that all bridges are free. They are to the public, but not to the cars of the common carrier corporation operating trolley lines within the City. An agreed on annual payment for crossing each bridge is exacted from the railways company on same basis as the number of cars operated, etc.

The next bridge above on the Allegheny River is at Sixth, or Federal street. This is also a Pennsylvania truss and takes the place of an original Roebling suspension bridge, erected in 1859. The Federal Street Bridge is the most traveled and the main bridge to the North Side. It has a center pier and two shore piers and is 1100 feet long and 70 feet wide, with three roadways and two footwalks—the middle roadway used only by trolley cars, the others for vehicles, one for each direction. Seven trolley lines cross this bridge. For the information of engineers and others interested in bridges, may be added to the above description the following one—technical in details.

This bridge has steel through trusses and deck plate girder approach span. There are two truss spans, each 445 feet and a girder span of 47 feet. The floor system is of buckle plate and creosoted wood blocks on the roadway. The sidewalks, nine feet wide, are concrete. There are four lines of girder rails. The masonry was erected in 1892 and the superstructure in 1893. Besides the trolley lines of the Pittsburgh Railways Company, the bridge carries two fifteen-inch natural gas mains and some telegraph cables. The bridge was purchased by the County Commissioners of Allegheny County and made free March 16, 1911, at a total cost of \$1,492,140. This bridge crossing is the site of the second bridge erected in Pittsburgh, in 1819. The county bridges are designated by number and stream. This bridge officially is "Allegheny County Bridge No. 2, over the Allegheny River."

The Seventh Street Bridge is a suspension bridge and is modeled on beautiful lines. It was erected in 1884 and has recently been improved. It has three piers, is 1080 feet long, and 43 feet wide, with a center roadway, and is crossed by eight trolley lines. Its North Side approach is from Sandusky street at River avenue, the Baltimore and Ohio's North Side, or Allegheny Station, just above the approach.

From a bridge engineer's view point this bridge may be described as a wrought iron eye-bar suspension. It has two sidewalks each seven and one-half feet wide. It has a creosoted underwood floor and wood block, and four lines of girder rails. It has one approach span of 90 feet, two side spans each of 165 feet, and two main spans each 330 feet. The width of the roadway is $22\frac{1}{2}$ feet. This bridge carries a twelve-inch gas main and telephone cables. It was purchased by the County Commissioners at the same time as the Sixth Street Bridge, March 16, 1911, and made free on that date. Its total cost was \$250,000. Officially it is "Allegheny County Bridge No. 3, over the Allegheny River."

The Ninth Street Bridge just above is a Pratt truss. It is 1050 feet long, 54 feet wide and has five piers. Its north side approach is from Anderson street, at Isabella street, the Baltimore and Ohio North Side passenger and freight station at Anderson and Isabella streets and facing River avenue immediately below the bridge. Two trolley routes cross this bridge.

This bridge is described as of the steel through-truss kind, with deck plate girder approach spans. Its floor system is steel stringers with oak nailing pieces, planked lengthwise on the roadway and the same construction on side walks. It has eight lines of girder rails, and buckle plate, and concrete sidewalk on girder spans. It has three truss spans each 205 feet long, two truss spans, each $152\frac{1}{2}$ feet long and five deck girder spans each 16 feet long. Its roadway is $33\frac{1}{4}$ feet wide. The bridge site is an old one replacing the Hand Street Bridge whose piers and superstructure were built in 1840. This was a covered wooden bridge, and originally had a promenade on top. New piers were built and the present bridge erected in 1890. The bridge has one shore and three river piers. Hand street was the original name of Ninth street, now Anderson street. The bridge is officially known as "Allegheny County Bridge No. 4," etc., and was purchased March 16, 1911, for \$260,000, and made free from that date.

There is a foot walk on the upper side of the massive Pennsylvania Railroad Bridge on the upper side of the lower level, much used by workmen, entered on the North Side by steps from Hope street, at River avenue, and left by steps at the grain elevator on the river bank immediately below Eleventh street. This route is a short cut on foot from the upper North Side to the Pennsylvania Station and vicinity. It is not, however, recommended to strangers unacquainted with the city, though in daylight it will be available for a stroll, returning via any one of the lower bridges or the Sixteenth Street Bridge above, or at Herr's Island—if one cares to walk so far—coming out on

Thirtieth street, returning to the Pennsylvania Station via Penn avenue. It may be used to visit the "Home of the 57" or the factories of the H. J. Heinz Company, at Heinz and Progress streets.

The Sixteenth Street Bridge is an old fashioned wooden truss bridge with its North Side approach from Chestnut street. It is five blocks above Eleventh street, which begins on Liberty avenue, nearly in front of the Pennsylvania Station. This bridge connects manufacturing districts and is traveled mainly by workmen and vehicles for the Freight Station of the Buffalo and Allegheny Valley Division of the Pennsylvania Railroad at Sixteenth and Pike streets. As stated above it is available if one wished to walk to the Heinz plant from the Pennsylvania Station. The bridge is not now used by any car line. Like Ninth street, Sixteenth street had an original name—Mechanics, and the bridge here is sometimes referred to by old timers under that designation. The structure is of the kind known as covered wooden Burr trusses with wooden floor beams. There are four truss spans, each 213.4 feet long and one truss span of 40 feet, making the total length with approaches about 900 feet. The roadway is $20\frac{1}{2}$ feet wide and the sidewalks five feet each. The bridge was originally constructed in 1836 and rebuilt in 1866. It has three river piers. It was purchased by the County for \$239,875, and is now "Allegheny County Bridge No. 5," and has been free since March 16, 1911.

There is now no bridge until Thirtieth street or Herr's Island is reached. The bridge here is an iron truss and appears to be in two parts, really two distinct bridges. The shorter, or portion from the island to the north shore is owned by the Pennsylvania Railroad, but is free. From the island to the other shore the bridge is owned by Allegheny County. On the island are the Stock Yards, the plants of the Pittsburgh Provision Company and the W. & H. Walker Company, soap makers. The North Side end comes out on East Ohio street, between McFadden and Ravine streets, where cars can be taken. If desirous of returning the reverse way or via Penn avenue, having gone to the island from the city on either of Routes 2 or 3, it will be necessary to cross to the "Pittsburgh side," coming out at Thirtieth and Penn avenue, where any car coming into the city will answer. These cars run west, or on the first track approached from the river or the north side of Penn avenue, cars stopping at the upper side of Thirtieth street. This bridge is in a manufacturing district and in use mainly by workmen patrons and the business people of the Stock Yards. There is no car line crossing the bridge.

The Thirtieth Street Bridge is described as built with wrought iron through trusses with creosoted under floor and wood block. The angle of skew is ten degrees. It has one truss span of 305 feet and two truss spans, each 228 feet long. There is one sidewalk on the down stream side five feet wide. The roadway is $20\frac{1}{2}$ feet wide. There are two river piers and a shore pier. The bridge cost the County \$155,000 and is "County Bridge No. 6," etc. It was built in 1888 and has been free since March 16, 1911.

Next comes Forty-third street, reached by the Butler street cars from the City and on the North Side by Routes 2 and 3. The north entrance is from Grant avenue at Millvale Station, in Millvale Borough. Cars on Routes 2 and 3 pass this entrance. This bridge, formerly known as the Ewalt Street Bridge, is an old-style wooden truss and is a covered bridge similar to the one at Sixteenth street. No cars pass over the bridge. The bridge leads from the manufacturing district along the Allegheny River in that section of Pittsburgh known as Lawrenceville. Millvale is a populous borough outside of the corporate limits of Pittsburgh. The bridge has two sidewalks, each six feet wide, a roadway $20\frac{1}{2}$ feet wide, four spans each 246 feet, three river piers; was built in 1870, and was purchased by the County June 3, 1912, for \$120,000, and made free from that date. Under the County designation it is officially "Allegheny County Bridge No. 7 over the Allegheny."

The next bridge is from Butler street at Sixty-second street, the north side approach from Main street in the borough of Sharpsburg. There are two boroughs in this vicinity—on the north side of the Allegheny River, one on each side of Pine Creek; the lower named Etna. The Sharpsburg Bridge is a steel truss and is crossed by the cars of the Allegheny Valley interurban line, number 93; and on Routes 94 and 95. Cars on Route 96 will take passengers to the bridge but does not cross it. Sixty-second street is five miles from the center of business at Fifth avenue and Smithfield street. Cars on Routes 93 and 94 are available to visit the Filtration Plant of the City of Pittsburgh, located on the Allegheny River in Aspinwall Borough. Aspinwall, Etna and Sharpsburg are outside the City limits.

Technically, the Sharpsburg Bridge at Sixty-second street has steel through and deck trusses and through plate girders. It has flooring on wooden ties laid on steel stringers. The through truss spans measure 366 and 226 feet respectively, the deck truss spans, 183 and 136 feet respectively; the through girder plate spans, 2, 30 feet, 40 feet, 69 feet and 89 feet. The bridge has two sidewalks, each seven feet wide, three river piers and a roadway 21 feet wide. The bridge was built in 1899-1900, carries the tracks of the Pittsburgh Railways Company and crossed by three trolley Routes, 93, 94 and 95. The bridge was purchased by the County and made free June 12, 1912. Its total cost was \$324,923.80. It is now "Allegheny County Bridge No. 8 over the Allegheny."

The last bridge over the Allegheny touching the City is at the extreme end of Butler street at Highland Park and is called the Aspinwall and Highland Park bridge, or by either of these names. This is a cantilever and is comparatively new. It is reached by cars on Route 96 from downtown, via Penn avenue and Butler street to Negley and Penn avenues.

Its cost has not been determined, as condemnation proceedings are still pending in the courts. The bridge was taken over by the County June 18, 1915, and made free from that date. Engineers will recognize the bridge as of the steel cantilever and viaduct type. The

floor is planked on oak ties resting on steel stringers. Its channel span is 450 feet, the two anchor arms 200 feet each. The through truss is 240 feet long and the pony truss 110 feet. The lattice girder is 110 feet. Deck plate girders are three of 30 feet, four 40 feet and three 90 feet. There are two river piers and four shore piers. Officially it is "County Bridge No. 9," etc. In each case above number applies to the Allegheny River. Other rivers and streams take corresponding numbers for the bridges crossing them.

Just above this bridge is the railroad bridge of the Conemaugh Division and Butler branch of the Pennsylvania Railroad. This is exclusively for railroad traffic. At Thirty-third street, is the railroad bridge of the Baltimore and Ohio over the Allegheny, and likewise only for railroad use. Under and below it are the Union Iron Mills of the Carnegie Steel Company at the south end.

Above the City limits there are two bridges, but one is not altogether within Allegheny County. The bridge of the Bessemer R. R., above Harmarville, is very high and is a model of bridge engineering, but it is for railroad purposes exclusively.

Over the Monongahela—The first bridge over the Monongahela River is at the historic Point and called the Point Bridge. It



POINT BRIDGE.

is a massive structure and is at right angles to the new Manchester Bridge over the Allegheny River. The approach from Penn avenue and Water street to each is by a graded roadway gradually arising, and the south end of the Point Bridge comes out on West Carson street, at the power house of the Pittsburgh Railways Company for their West End lines. The bridge is conspicuous and is familiar in pictures of Pittsburgh with the large fleets of loadened coal barges moored under it. It will become familiar to people from New York City by reason of its similarity to the Brooklyn Bridge. It is an iron bridge without central piers, with a span of about 1200 feet and was opened for travel in 1876. It is the main highway to the West End and is used by cars on trolley Routes 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.

The height of the floor above the ordinary level of the river is 68.8 feet; height of towers, 100 feet; width of walk seven feet; width of roadway, 20 feet; flooring is plank; both roadways and walks.

Next above is the railroad bridge of the Wabash System, with no vehicle or foot passage. This is a fine cantilever bridge, the south entrance from a tunnel under Mt. Washington.

The third is the Smithfield Street Bridge, which shares with the Federal Street the greatest burden of travel of all kinds. It has two roadways, the upper one built exclusively for trolley cars. It is of the type known as the Pauli truss and was opened for travel in 1882, the upper portion, provided for by the width of the piers, having been built some years later. It has four piers, is 1220 feet long, with two towers, the main spans about 360 feet, but the towers are not high. It is a lenticular truss bridge, with parabolic chords, somewhat similar to the Federal Street Bridge, which, however, has its trolley way in the center of the roadway. There have recently been erected new portals to this bridge and it now presents a pleasing appearance. It is crossed by the interurban car lines to Washington and Canonsburg, Pa., and to Charleroi, Pa., and by city and suburban cars on Routes 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50 and 51. It presents during business hours an animated scene of activities. The bridge site is old, first used in 1816, when a wooden bridge was erected which stood until 1832, when the immense flood of that year demolished it. Another was erected, also a wooden structure which stood until April 10, 1845, when it was burned in the great fire that devastated Pittsburgh on that day. A low suspension bridge on eight piers was then built, which became too great an obstruction to navigation and entirely inadequate to the immense traffic that developed, to the end that it was supplanted with the present structure, planned by Gustav Lindenthal. It is 60 feet above the ordinary level of the river.

The width of this bridge is 71 feet, ten inches; width of roadway for vehicles 22 feet, two inches; width of part used by car lines 21 feet, four inches; width of sidewalk 12 feet, three inches east, and 12 feet, eight inches west, or down river side; planked floors and walks; creosoted

wood blocks on vehicle roadway. This bridge may be also described as a parabolic bow-string truss. The length of span over the Pittsburgh and Lake Erie tracks at the south end is 120 feet.

Next above Smithfield street is "Pan Handle" Bridge, at Try street, exclusively for the trains of the Pennsylvania's Monongahela Division and their Southwest System, with a Y at the south end.

Then comes the Second Avenue Bridge, more generally called the Tenth Street Bridge, but this means South Tenth street, as Pittsburghers know there is no bridge over the Allegheny River at Tenth street. This is a modern bridge, a steel truss and was erected by the City to replace an antiquated covered wooden bridge purchased in 1896. The Tenth Street Bridge is 1400 feet long, 50 feet wide and is 70 feet above the level of the river. It has four piers and is crossed by Route, 52, to South Thirty-Sixth street, accessible between Market and Grant streets on Third and Fourth avenues, and on Second avenue, from Grant street out. This bridge is a cut-off to reach the upper South Side flat region and the inclines at the heads of South Eleventh, Twelfth and Twenty-second streets. Its southern entrance is in a manufacturing district and is two blocks north of Carson street. Above the bridge Dam and Lock Number 1 are in plain view. At the north, or "Old City end," will be seen the passenger yards of the Baltimore and Ohio Railroad and the precipitate bluffs of Boyd's Hill. Four car routes lead out Second avenue but do not cross the bridge. These are on numbers 55, 56, 57 and 58.

Technically this is a subdivided and simple Pratt truss, with creosoted wood block on roadway, and reinforced concrete on walks. Two piers were built at the time the present steel spans were erected; (1905) the other piers belonged to the former bridge. There are five spans; the measurements: one of 292 feet, five inches; one of 453 feet, ten inches, and three of 217 feet, 8¼ inches each.

Immediately above Lock No. 1 is the South Twenty-second Street Bridge, usually called the "Twenty-second Street Bridge;" Pittsburgh people are aware there is no bridge over the Allegheny river at the other Twenty-second street. The bridge at South Twenty-second street is also called the Brady Street Bridge from the connecting street at the north end. It was the first free bridge in the City, and was built by the City in 1896. It is an imposing and massive structure, a steel truss bridge with side spans, Warren truss, with a three hinged spandrel braced arch; with buckle plates and wood block paving on roadway and concrete on walks. The width of the roadway is 27 feet, eight inches; the walks 10 feet, eight inches. The bridge has four piers. The spans measure as follows: two 262 feet, three inches; one, 522 feet, six inches; hence the bridge is 1076½ feet long.

Just above the South Twenty-second Street Bridge is the railroad bridge of the Jones & Laughlin Company, connecting their different works along the Monongahela River in Pittsburgh. This bridge has a footwalk for the workmen of the company and is of a type of railroad bridge quite familiar. It is closed to the public.

The next bridge above is that owned by the Pittsburgh Railways Company from Glenwood to the Borough of Hays. This was built by the United Railways Company, since absorbed by the Pittsburgh Railways Company. It carries cars on Routes 55 and 56, running on Second avenue. The bridge is a wrought iron truss and calls for no particular mention. It is not a County bridge, however, and though open to vehicle and passenger traffic, tolls are charged. Owned by a private corporation of a public service character the bridge is necessary for the purposes of this service and the vehicle and passenger uses are incidental. The Pittsburgh Railways Company also owns the bridge known as the West Braddock Bridge, extending from Rankin to Munhall, which is about five miles further up the river. Remember the Monongahela flows north and up is southwardly. Pedestrians and vehicles are permitted to cross the West Braddock Bridge also and the toll rates are about the same as those charged on the Glenwood Bridge of the Railways Company. Just how much is saved to the public by reason of the many bridges made free by purchase or otherwise by the City of Pittsburgh and the County of Allegheny, can be estimated by the following table of tolls as a basis:

TOLLS.

Foot passengers, male.....	.01	Three horses and wagon.....	.20
Motorcycle and rider.....	.05	Four horses and wagon.....	.25
Bicycle and rider.....	.05	Two and three-passenger automob-	
Horse and rider.....	.05	bile.....	.10
One horse, buggy and one passenger	.10	Four and five-passenger automob-	
Two horses, buggy and not over		bile.....	.15
eight passengers.....	.15	Six and seven-passenger automob-	
Two horses, buggy and over eight		bile.....	.20
passengers.....	.30	Sight-Seeing automobile.....	.30
One horse and wagon.....	.10	Small automobile delivery.....	.10
Two horses and wagon.....	.15	One or two-ton auto truck.....	.20

Next above the Baltimore and Ohio R. R. bridge is the County bridge at Nine Mile Run, officially "Allegheny County Bridge No. 4 over the Monongahela River." It connects the Squirrel Hill section of the City with the Borough of Homestead. It is a wrought iron truss bridge, the flooring plank on oak ties laid across wrought iron stringers. It has four spans, each 232 feet, 5 inches, one of 370 feet. It has a roadway 20 feet wide and a sidewalk on the down stream side 7½ feet wide. It was built in 1894 and has four river piers. It carries the tracks over the Pittsburgh Railways Company on Routes 68 and 80. It was taken over by the County June 17, 1915, and made free. An award of \$260,000 was made by the viewers in condemnation proceedings on which an appeal was taken to the courts. This is the last bridge over the Monongahela within the corporate limits of the city. The lengths of the bridges across the Monongahela approximate closely to that of the last mentioned.

Bridges Not Free.—It is to be remembered that there are four bridges within the County which have not been acquired by the County Commissioners, and made free of tolls; these are: the bridges between Glenwood and Hays Borough; and Rankin and Whitaker Boroughs, both crossing the Monongahela which are owned and operated by the Pittsburgh Railways Company; the bridge from Boquet Station, Allegheny County to New Kensington, in Westmoreland County, crossing the Allegheny river, and the bridge over the Ohio River, that part known as the "back channel", crossing from Coraopolis Borough to Neville Island, at the lower end of the Island. Autoists and others coming into the City by vehicle will take note that tolls are still collected over these bridges.

Bridges Not over Rivers.—There are bridge structures in Pittsburgh crossing ravines and gorges that are really magnificent and to those interested in bridge architecture these will appeal as admirable types of engineering from more than one standpoint. Some of the bridges have been constructed under the auspices of the "Art Commission of the City of Pittsburgh," a body created by legislative enactment (see under "Government"). Among these bridges may be mentioned the Atherton avenue, the Hoeveler street, the Bloomfield, the Haight's Run, called Heth's Run, the Meadow street, the Larimer avenue, the Murray avenue and the Sylvan avenue.

There are other bridges not of so recent construction, but worthy of note. Those in Schenley Park for instance, especially that over Panther Hollow. The Atherton Avenue and Bloomfield Bridges cross the Pennsylvania Railroad. The first is a solid center concrete structure of three arches connecting with the Baum boulevard; the latter a long and high steel structure connecting the Grant boulevard on Herron Hill with Liberty avenue at Main street. The Hoeveler Street Bridge is a single concrete arch of wondrous strength and beauty crossing Princeton place. The Haight's Run Bridge over the deep and romantic gorge of that run at the western boundary of Highland Park is worthy of a visit, especially if one be touring the park. The Murray Avenue Bridge crosses the Beechwood boulevard. The Meadow Street Bridge over a branch of Negley Run is another solid structure of concrete. The Sylvan Avenue Bridge is over Forward avenue in the Greenfield district.

Along the trolley lines are many bridges, the highest that over Jacks Run on the North Side, and called the High Bridge, crossed by Route 10 inbound, and 15 outbound, and Routes 13, 14, 15 and 16.

Pittsburgh is renowned for bridge building, some of the world's great bridge works are in the Pittsburgh District, viz.: the American Bridge Company at Ambridge, the Fort Pitt Co., at Canonsburg, and the Des Moines Bridge Co.'s plant on Neville Island in the Ohio River.

CHAPTER IV

Accommodations

Hotels, Restaurants, Lunch Rooms

Hotels.—The hotels in the business section have been mentioned in the directions preceding. These are mainly downtown, but there are many smaller hotels scattered through the city, which it is unnecessary to mention in detail. Pittsburgh is now well supplied with first class hotels, adequate for any ordinary crowds and all mentioned have good reputations, some with distinctive characteristics. None advertise extensively, though all do at times; however, in appointments, meals, hotel facilities, and treatment, they satisfy the most exacting.

Any classifications made would be arbitrary. Pittsburgh is a thoroughly business center, and the arrangement that classifies hotels into fashionable and ultra-fashionable finds little to recommend it. Good accommodations, service and treatment, will be found universal.

Most Pittsburgh hotels are conducted on the European plan; a few on the American, and a few combine both plans. There are some excellent old Pittsburgh hotels that charge only a dollar (\$1.00) a day for a small room. Mention of these will be found in the list of hotels in the latter part of this book. (See appendix A.)

Hotels conducted on the American plan charge from \$2.50 to \$5.00 per day, and those on the European plan from \$1.00 up.

There are many business people traveling who desire a hotel near a railroad station, yet desire the best hotel accommodations possible. Some people, on the contrary, desire a quiet resting place—trolleys they are accustomed to, but the noise of trains is distracting. Those desiring a stopping place contiguous to the Pennsylvania Station are recommended to the Fort Pitt, new William Penn, or Seventh Avenue, as first class; and the Lafayette, American or Grise for cheaper rates.

The William Penn Hotel, at Sixth avenue, William Penn square and Oliver avenue, has recently been opened to the public; the building is 130 x 215, having twenty-three stories—twenty above ground and three below, having 1,000 rooms, each with bath; also three restaurants—European plan, rates \$2.50 per day and up. The restaurants include Italian Room, Georgian Room, and Elizabethan Room. The ball room, banquet hall and private dining rooms occupy the

entire eighteenth floor. The ball room seats 1,000 people; entire seating capacity 2,300. This is the latest in hotel construction in Pittsburgh, and from architectural and other view points is well worth a visit.



WILLIAM PENN HOTEL
SIXTH AVENUE, WILLIAM PENN SQUARE AND OLIVER AVENUE

The Fort Pitt Hotel.—Another new and modern hotel deserves special mention—The Fort Pitt at Penn avenue and Tenth street occupying a space of 110 x 260 feet; having eleven stories above ground



FORT PITT HOTEL
PENN AVENUE AND TENTH STREET

and two below; with 700 rooms (few without bath) at \$1.50 per day, and up, European plan. Dining rooms include main dining room, Empire Room, Rose Room, and French Room; also a banquet hall on main floor with a seating capacity of 500. The Dutch Room, Assembly Room and private dining rooms are located on the first floor. This is

a popular hotel for banquets and lunches of all kinds; there are special rooms for meetings of lodges and societies, which are largely patronized by women's organizations.

The Monongahela House is diagonally opposite the Baltimore and Ohio station (the Buffalo, Rochester & Pittsburgh using the same station), and directly across the river from the Pittsburgh & Lake Erie station. Several lower-priced hotels will be found in this neighborhood. The Monongahela is an old Pittsburgh hotel, as is also the St. Charles at Wood street and Third avenue, the latter a much smaller house.

The prominent downtown hotels have been mentioned in Chapter II under heads "From Railroad Stations to Hotels and from One Station to Another." In addition to those above noted first-class hotels downtown are located as follows: The **Henry** on Fifth avenue above Smithfield street; the **Duquesne**, at Smithfield street and Oliver avenue; the **Lincoln**, on Penn avenue below Stanwix street, (Fifth street); the **Anderson**, at Penn avenue and Federal street, (Sixth street); the **Colonial**, on the opposite corner, (across Penn avenue); the **Annex**, on Penn avenue, immediately above the Colonial; the **Seventh Avenue**, at Liberty and Seventh avenues.

The **Hotel Schenley** is in the Oakland district and has been mentioned. (See chapter II page 27.)

It is but a few minutes walk or ride by trolley cars from any of the downtown hotels to any of the principal railroad stations, so that the visitor will have little trouble in reaching any particular hotel, as explained in the preceding pages under the headings "Trolley Lines to Hotels." These directions will be available also to find a hotel removed from proximity to a railroad station.

There are several hotels that are exclusive family hotels; the Rittenhouse, on North Highland avenue, and the Kenmawr, on Shady avenue. Others are family hotels to a greater extent, but catering also to transient guests, such as the Lamont and Dorset in the East End. Therefore the hotels mentioned in the list appended may be taken as principally patronized by transient guests.

Visitors usually select their stopping place in a large city from the experience of friends who recommend, or from advertisements read before their arrival. It is unwise to leave the choice of a hotel to a hack or taxi-cab driver. If an information bureau is in the station, ask there, or any policeman met will direct to any hotel desired. However, the specific and carefully written directions in these pages as to how to proceed from any railroad station to any good hotel should be sufficient, and no mistake will be made in stopping at any one of the houses mentioned, or any one listed in the latter part of this book.

The Newell Hotel at 343 Fifth avenue is a first class hotel downtown and is exclusively for men.

Smaller hotels downtown are the Rush House, 966 Liberty avenue; the American House, at 1002 Liberty avenue (opposite Tenth street); the La Fayette, at 1010 Liberty; the Sixth Avenue, at corner

of Grant street; the Hotel Drumm, 512 Grant street; the Commercial, 123 Federal street (Sixth); Sheppard's, adjoining; the Acorn, 114 Fourth avenue; the Liberty, 801 Liberty avenue; the Merchants, 415 Water street.

On North Federal street, across the bridge, are several hotels of this class: the Wainwright, 2 Federal; the Wolfendale, 211 Federal; Sauer's Tavern, 311 Federal, and Jack's, 824 Federal street.

There is no hotel exclusively for women, but several for men only, such as the Grand, or Fourth avenue below Market street, and the Yoder Hotel on Forbes street near Magee—the latter on the plan of the Mills Hotel in New York, a lodging place at a minimum of twenty-five cents for a small room with a single bed.

The lack of an exclusive hotel for women is made up by the accommodations offered by the Young Women's Christian Association at their Central Building, No. 59 Chatham street near Wylie avenue, and their Duquesne way branch house, at 424 on that thoroughfare, near Stanwix street.

Restaurants.—Restaurants are attached to almost all the hotels, especially the hotels on the European plan. Visitors, whose time is limited in touring the city, have little opportunity to return to their hotels for lunch or dinner, if they wish to do much sight-seeing, so that recourse to a nearby restaurant will be frequently necessary.

As in all cities there is wide range in the character and class of restaurants. The restaurants of the better class of hotels, such as the Fort Pitt, Schenley, etc., are quiet and refined, with a cuisine and service admirable, and charges high. Music is furnished at many of these hotel restaurants, but cabaret performances are not in vogue. The Hotel Lincoln has a roof garden where meals are served in the summer season. On holidays special menus are provided at all the hotels. The restaurant service in Pittsburgh does not vary to any extent from that usual in any American city.

There are restaurants where German cooking is a specialty, and others for Italian cooking, and there are popular resorts for after theatre parties, and the usual assortment of Chinese restaurants for those who desire that kind of meals.

Among the well known German restaurants are Dimling Brothers', at Wood and Diamond streets; George Dimling's, on Diamond square; the J. Black Company's Vienna Restaurant, at 628 Liberty avenue; Bookliner's at 640 Liberty avenue; Rueckelisen's Germania Cafe, 144 Federal street (Sixth); the Bismarck Cafe, next door; Schacher's at 546 Smithfield street; the Hofbrau, 332 Diamond street, and "Dutch" Henry's, at Grant street and Second avenue.

Italian restaurants are common in the Italian section along Webster avenue above Sixth avenue, and on Washington place near the Pennsylvania Station. Downtown, the Nixon Restaurant, of which Frank Bongiovanni is proprietor, in the basement of the Nixon Theatre, at Sixth avenue and Cherry way; Coffrini's on Ferry street, opposite Wabash Station, and Battaglia's on Webster avenue,

near Sixth avenue, are first class restaurants where Italian cooking is the special feature. On the North Side, the Villa Nova Hotel at Federal and General Robinson streets makes a specialty of Italian cuisine.

Greek restaurants can be found on lower Wylie avenue, and on Fourth avenue between Market street and Liberty avenue.

Kosher restaurants abound in the Hebrew section and along Wylie avenue. They can be found on Logan and Clark streets, and on lower Center avenue. Klein's, at 809 Fifth avenue, and Canter's, at 1229 Fifth avenue, both beyond the bend of the avenue at Ross street, are well known restaurants of this class, and are easily accessible from the business districts via Fifth avenue cars.

First class restaurants abound in the downtown business district. Chief of these are Goettman's, 324 Diamond street; the Union Restaurant at Diamond and Grant streets; Hammell's, in the Jenkins Arcade, on Liberty; Miller's Cafeteria, in the Fifth Avenue Arcade, and also in the Duquesne Hotel Building; Piatt's Cafe, 248 Fifth avenue; McCarthy's, on Diamond street below Wood street; Weiss', 414 Smithfield street; Black's, 438 Wood street; Truby's, on Federal street; Brennan's, 636 Penn avenue; Murphy's, 212 Smithfield street, and Graham's, at 330 Fourth avenue. At all these there are special accommodations for women.

There are first class restaurants in all the large Pittsburgh Department Stores, especially in Kaufmann's, McCreery's, Horne's, Kaufmann & Baer's, and Campbell's downtown, and Boggs & Buhl's on Federal street, North Side. Rosenbaum's operate a luncheon and tea-room in the basement of their store.

In addition to their regular dining service for guests, some of the larger hotels operate cafes, notably the Monongahela, the Fort Pitt, Anderson and Duquesne. A regular "Business Man's Luncheon" is conducted by the Fort Pitt Hotel, first-class in every respect.

High class restaurants are maintained in the Pennsylvania Station at Liberty avenue and Eleventh street, and in the Pittsburgh & Lake Erie Station on South Smithfield street.

On the North Side (formerly Allegheny), good eating houses will be found along the main business streets—Federal and Ohio; worthy of mention are Artz's, two houses; Wolfendale's and Sauer's, where bars are attached, and Hay's Restaurant, 416 Federal street, and the Library Lunch, 801 Federal street.

Lunch Rooms.—Lunch rooms are scattered all over the business section. Among the best known are Childs', in the Park Building at Fifth avenue and Smithfield street, and at Liberty avenue and Federal (Sixth) street; Davis's Delicatessen lunch rooms under the Grand Opera House; Price's, 505 Market street; McDonald's, 535 Liberty avenue; John Dimling's, 409 Market street; Fulton Lunch, in the Fulton Building, Federal street; the Elgin, 444 Liberty avenue; Fishel's, 233 Fifth avenue; Thompson's on Fifth avenue and on Federal street (Sixth), and the Fountain Lunch, in the Jenkins Arcade.

Those desiring meatless meals will be accommodated at Bernarr McFadden's restaurant, 626 Smithfield street.

The Dairy Lunch System, now so common, has found a permanent place in Pittsburgh, and lunch rooms of this character will be found on the principal business streets downtown. Among these may be mentioned, those of the Pittsburgh Dairy Lunch, on Smithfield street; Liberty avenue, at Sixth avenue, on Federal (Sixth) street, and at Penn avenue and Federal street; the Arlington Lunch, at Wood street and Third avenue; there are others of this class on Wood street and Fourth avenue.

There are several restaurants and lunch clubs downtown, which, while not exclusively for women, are high class, and are mainly patronized by women. Among these are the Woman's Exchange, on Oliver avenue near Liberty avenue, and the Little Lunch Room, on the same street, above Wood street. The lunch rooms of the Young Women's Christian Association on Chatham street, and on Duquesne way, are maintained for women only.

On Fourth avenue, the Central Lunch Club serves only dinner between 11 and 2. This Club is at 329 Fourth avenue, in the Fitzsimmons Building, and is largely patronized by women. Home cooking is the specialty advertised. This club operates a similar service, 11 to 2:30 in the Eisner Building, at Wood street and Fifth avenue.

In East Liberty, on Penn avenue between Center and Shady avenues, and on Frankstown avenue about Station street, will be found many restaurants and lunch rooms.

On the South Side, along Carson street, and in the Hazelwood district, along Second avenue, will be found many good restaurants and lunch rooms.

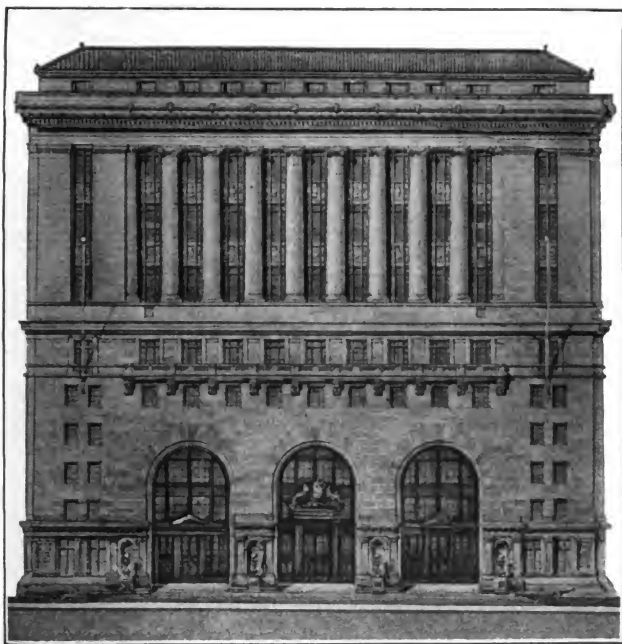
The suburban towns, such as Carnegie, Homestead, Carrick, East Pittsburgh, Wilmerding, etc., have their own accommodations in the restaurant line, which are found in the main business portions of the towns.

CHAPTER V

Public Buildings.

NEW CITY AND COUNTY BUILDING.—The new City and County Building now in course of erection, will attract attention. It occupies the full square bounded by Grant and Ross streets, Diamond street and Fourth avenue. The style of architecture is Roman, the material granite on steel frames, with terra cotta trimmings. The dimensions are 184 feet by 306 feet. There are nine stories and three mezzanine stories. The plan is rectangular, built around a hollow court; this interior court is 144 feet long by 84 feet wide, the width being more than twice as wide as Fourth avenue, which is a 40-foot street. The height of the building from the curb to the main cornice line is 151 feet. The City will occupy one-half the basement, one-half of the first, and one-half of the second floor; and the third, fourth, fifth and sixth floors, and one-half of the ninth floor. The County will occupy one-half of the basement, one-half of the first floor, one-half of the second, the seventh, and the seventh mezzanine floor, the eighth and the eighth mezzanine floor, and one-half of the ninth floor.

The building is plain in character, and is intended to express the home of the executive offices of the City of Pittsburgh and the courts and offices connected with the administration of justice in Allegheny County. The Grant street front is the main facade. This facade has an entrance feature consisting of three very large arches opening on an entrance loggia. The walls of the loggia are treated in moulded brick with the arches above forming three flat domes which will be treated in Spanish flat tile. From the Grant street loggia the first floor corridor, finished in marble, with a large painting in the middle, extends straight through, 28 feet wide, to Ross street, on the Diamond street side of which open the offices for the County of Allegheny of the Recorder of Deeds, Register of Wills and the Prothonotary. On the Fourth avenue side are located for the City of Pittsburgh, the offices of the City Treasurer, the City Controller, and the Information Bureau connected with the Department of Public Safety, Police Department. The offices above are served by twelve elevators in four banks of three each, six located near the Grant street entrance and six near the Ross street entrance. The offices to be occupied by the City provide 151,000 square feet of floor space, and will house all the City departments with the exception of the downtown lockup, the garages connected with the City automobile service, and City yards and storage places. The space now owned or occupied by the City as offices amounts to 86,000 square feet. The offices in the



NEW CITY AND COUNTY BUILDING, GRANT STREET.

new building are provided on the basis that the city's business can be conducted in these offices until the City is twice as large as it is now, after which time it being the further intention that either the City or the County will relinquish its space in this building and turn it over to the remaining party; if it should be the City of Pittsburgh, it is estimated that the City can conduct its business in this building until it is more than four times as large as now.

The County of Allegheny on the seventh floor will have twelve Common Pleas Court Rooms, one Assignment Court Room, one Special Hearing Room, and provisions for male and female witnesses and jurors, court stenographers, and other necessary rooms, all of the business of the Common Pleas Courts of Allegheny County being taken

care of on this floor. In addition there are provided on the eighth floor, three large court rooms for special cases. On the eighth floor there are provided three court rooms for the Orphans Court, an office for the Prothonotary of the Supreme Court of Pennsylvania, and rooms for the Supreme Court Justices. There are also four extra court rooms for future growth. On the ninth floor is provided a space for the Law Library with provision for storage of 100,000 volumes and book stacks, the present library consists of 40,000 volumes. There is also provided a common meeting room and rooms for the Bar Association of Allegheny County, a total of 6,400 square feet, the present space occupied by them in the old Court House being 1,600 square feet. The building is designed as regards the County portion of the building in the housing of the Courts mentioned above to take care of the present and future growth for thirty years. The building was begun July 5, 1915, and the contracts call for its completion January 1, 1917. Edward B. Lee, and Palmer, Hornbostel and Jones are the associated architects for the building.

The Allegheny County Court House.—The visitor will be struck with the solid appearance of the large building occupying the block



ALLEGHENY COUNTY COURT HOUSE.

bounded by Fifth avenue, Grant street, Diamond and Ross streets. Upon inquiry he will be informed that this is the Court House of Allegheny County, of which Pittsburgh is the county seat. The Court House and Jail erected on this site prior to 1840 and were the second of the kind erected in the county. This Court House burned May 7, 1882. It stood high above the streets, and this necessitated the grading of the entire block. The opposite block on Ross street was purchased on which the jail was first erected. The Court House was finished and dedicated September 28, 1888, on the occasion of the celebration of the centennial of the County. It has already become inadequate for the purposes intended and the joint City and County building on the next block below is designed to provide additional room as explained in the article herein referring to that building. The Court House and Jail cost \$4,000,000. An extensive addition to the Jail was made in 1909 at the cost of \$600,000 using all the space to Sixth avenue and extending back to Diamond street. There is a bronze tablet to the designing architect, H. H. Richardson, on the second floor. Herbert McCullough, president of the Pittsburgh Architectural Club writes of this noble structure for this guide book and voices the opinion of architects in general as follows:

"The Allegheny County Court House and Jail was designed and executed by the architects Henry Hobson Richardson, and Shepley, Rutan, and Coolidge, of Boston, the former having been chiefly responsible for the development in this country of the Romanesque style which has here been made the medium of architectural expression.

"The opinion is generally held among architects that this building, together with Trinity Church, of Boston, marks the culmination of modern Romanesque movement, and although Richardson did not live to see the completion of the work, it is conceded to be among the best examples of his ability as a designer.

"The Court House is rectangular in plan, with a central open court, with its main entrance on Grant street, through a tower some 330 feet in height, which dominates the entire group, and which, for beauty and dignity, is the most notable feature of the building. The main staircase, rising from the first floor through a series of low and massive arches, is also worthy of remark.

"The County Jail is located behind the Court House, forming a separate group, communication between the two being established by a passage over the street, commonly known as the Bridge of Sighs, an adaptation of a famous Italian structure of the same name. The Jail has been designed in a forbidding, mediæval spirit that gives it distinctive character, and it is cut off from the surrounding streets by a high wall that is an example of masonry construction worthy of observation, as it is constructed of granite blocks of great size.

"After its completion this Court House, with its great tower, steep tiled roofs, and high dormers, was extensively copied for public building work in various parts of the United States, but with the

development of steel construction, and the growth in popularity and public appreciation of the Classic types, the Romanesque style of which it is an exponent no longer retains its influence, and is only to be regarded as one of the many phases through which architectural development on America has passed."

As it is a building that has been extensively advertised and is always shown in works illustrating Pittsburgh, the visitor is advised to walk through its ample corridors and admire the strength and beauty of its architecture.

MEMORIAL HALL.

Facing the Hotel Schenley at the corner of the Grant boulevard is the magnificent public building called Memorial Hall of Allegheny County, erected in honor and memory of the soldiers, sailors and marines from Allegheny County, who served in defense of the Union during the war for the suppression of the rebellion. History now refers to this as the Civil War in the United States, 1861-1865. The above description by title has been taken from the official pamphlet issued by the County at the time of the dedication of the Hall. The building, usually referred to as "Memorial Hall," was erected by the authority of the taxpayers of Allegheny County, pursuant to a popular vote provided by a special Act of Legislature of Pennsylvania, approved April 12, 1905. The origin of the movement for this suitable memorial dates back to 1891, in discussions of the Allegheny County Grand Army Association, composed of delegates from the 28 posts of the Grand Army of the Republic located in the County. The movement grew and a sentiment developed in the community favoring the erection of a memorial which should be of a character so improving and impressive as to represent the wealth, intelligence and patriotic sentiment of the great industrial center about Pittsburgh, and which Abraham Lincoln had aptly referred to as "The State of Allegheny." It would be tedious to recite here the legislation necessary to proceed with the project, and the litigation that ensued after the enabling act was passed. The constitutionality of the act was affirmed by the Supreme Court in January, 1908, and the last obstacle to the success of the project was removed. Previously, January, 1906, a public meeting of the survivors of the Civil War had been held in P'ttsburgh, as provided by the Act, and pursuant to a published notice, a Memorial Hall Committee, composed of ten veterans, was appointed at this meeting, and two months later the entire committee was appointed, as provided by the Act. The additions comprised two resident Judges of the Courts of Common Pleas of Allegheny County as then constituted, and the three County Commissioners. The site on which the building stands was purchased from the Schenley Farms Company, and competitive designs invited for the building which were referred to Prof. Warren P. Laird, of the University of Pennsylvania, as Consulting

Engineer. The award went to Messrs. Palmer & Hornbostel, February 15, 1907; the contract was awarded November 25, 1907, and the corner stone laid with appropriate ritualistic ceremonies, October 2, 1908, at which many prominent men made addresses. The building was



SOLDIERS AND SAILORS MEMORIAL HALL.

completed October 1, 1910, and its dedication arranged for the next week, during which the dedicatory services lasted five days, beginning Sunday, October 9th. These were gala days in Pittsburgh, and again men of national fame attended and took part in the ceremonies. The entire cost of the building and grounds was \$1,700,000, additional frontage having been added to bring the lawns and approaches to Fifth avenue. The grounds are ornamented with flower beds, trees and shrubbery. By special permission of the County Commissioners, the basement of the Hall is used as an armory by the Washington Infantry, a distinguished independent military company of Pittsburgh, dating back to the War of 1812, in which it served under the name of the Pittsburgh Blues, also in the Mexican War, as the Jackson Independent Blues, and in the Civil War, 1865, as the Washington Infantry, for that war furnishing a battalion which was incorporated first in the 12th Regiment Pennsylvania Volunteers, in April, 1861, for the three months' service, and later in the year into the 102d Regiment, Pennsylvania Volunteers, for the three years' service, and in which the

Washington Infantry contingent served through the war. The armory of the Infantry is open Friday evenings.

The Company was reorganized after that war, and has been in continuous existence ever since. It is regarded as one of the crack military organizations of the United States. The Company observes Washington's Birthday with a parade and banquet.

Memorial Hall is located on a city square, having a frontage of 280 feet on Fifth avenue, between Grant boulevard and Natalie street, and extending back 589 feet to O'Hara avenue. The building has an extreme width of 240 feet with a depth of 210 feet. The structure forms the architectural center of a large group of public buildings. The Memorial faces Fifth avenue, looking over Schenley Park and towards the imposing Carnegie Institute. East of the Memorial are the buildings of the University Club and Pittsburgh Athletic Association, fine specimens of architecture, while to the west is the commodious Armory of the Eighteenth Regiment, National Guard of Pennsylvania, and on the north the group of buildings of the University of Pittsburgh, forming a splendid background of classic structures on the sloping, picturesque hillside. The exterior of the Memorial building speaks for itself in the fine illustration herewith given, and needs no description of its contour and external beauty. The front entrance is flanked by two projecting wings, each containing a room for meeting of Posts of the Grand Army of the Republic, the Encampments of the Union Veteran Legion, and organizations auxiliary thereto. Over the entrance is a statue in bronze, representing "America," modeled by Mr. Charles Keck. The main entrance foyer is rectangular in form, with a barrel vaulted ceiling resting on a cornice supported by free standing columns. This foyer opens directly to the main auditorium and, on each end, to the memorial corridor extending along the three other sides of the building.

The main auditorium has a seating capacity of 2550, being 122 feet clear span on the square and 65 feet from the center of the floor to the ceiling, the floor sloping to a large stage at the rear with a seating capacity of 300. A commodious gallery extends around three sides of the room, all being lighted during the day by immense one-piece plate glass windows 20 feet high, and illuminated at night by a system which comprises Cooper-Hewitt mercury vapor lamps, Moore nitrogen vapor tubes, flaming arcs and incandescent lamps, placed above the ceiling of the auditorium and reflected down, while on the surface of the ceiling incandescent lights are placed. The ceiling is broken into panels by deep plaster soffits covering the bottom chord of the trusses which support the floor of the banquet hall above. The banquet hall, having a seating capacity of 750 for banquet purposes, is reached by elevators and staircases, is 32 feet from floor to ceiling, 74 feet in width and 103 feet deep. A gallery extends around the upper part of this hall, under which, on each side, are the corridors giving access to the Memorial Hall Committee headquarters room, library and souvenir

rooms, office of superintendent, cloak rooms, kitchens and pantries, with a promenade corridor at the front thereof.

Memorial Hall is open to the public, week days from 8 A. M. to 5 P. M.; on Sundays and holidays from 1 to 5 P. M.; in fact never closed during these afternoon hours.

The collections of Civil War relics, pamphlets and newspapers of that era is already large and growing. There is also a library of every thing pertaining to the history of the war. The County Commissioners are placing bronze tablets on the walls containing the names of all soldiers from Allegheny County arranged by company, regimental and battery rosters. A number of these are already in place, as listed in a succeeding paragraph. There are also portraits and oil paintings of Civil War commanders and paintings and views of battle scenes, and many maps of campaigns and battlefields. A register of visitors is kept. The Hall is much used as a place of meetings for reunions of the survivors of the different organizations that were recruited in Western Pennsylvania, and the friends and relatives of deceased soldiers. In this form of commemoration Allegheny County is the pioneer of Pennsylvania.

In 1914 tablets containing the rosters of the 38th, 61st, 62d, and 139th Regiments, and Independent Batteries C, E, F, G, and H were erected, and in 1915, those of the 28th, 37th, 64th, 77th, 80th, 101st, 102d, 103d, 116th, 117th, 149th, 155th and 159th Regiments. In 1916 the following will be placed: The 46th, 63d, 65th, 76th, 78th, 82d, 100th, 105th, 112th, 132d, 136th, 204th and 212th. These are the line numbers and do not indicate the branch of service.

The Federal Building—This United States Government Building occupies the block bounded by Smithfield street, Third and Fourth avenues and Cherry way. It is usually referred to as the "Post Office" from the fact that the postal service predominates in the use of the building. All the Government offices are not housed here, but the United States District and Circuit Courts, the Clerks of these Courts, The United States District Attorney, the United States Marshall and various officers of the Department of Justice; the Collector of the Port, the Collector of Internal Revenue, the Supervising Inspectors of Steamboats and some other officials have their offices in the building.

CHAPTER VI

The Carnegie Foundations

Carnegie Library and Institute.—Chief among the public institutions of the City are the magnificent buildings of the Carnegie Foundations, officially called The Carnegie Library and Institute. The Institute has three branches, the Museum of Art, the Museum of Science and the Carnegie Institute of Technology. The Museums are housed in the Central Library building at Schenley Park, extending along Forbes street from Bellefield avenue to Mawhinney street. The building covers nearly four acres and is of the Italian Renaissance type. The foundations of the building were laid in 1892, and the building completed and opened to the public in 1895. In 1907, it was remodeled and enlarged and has cost in all \$6,000,000.00. The endowment of the Institute is \$12,264,000.00, the City appropriating approximately \$300,000.00 annually for the maintenance of the Central Library and Museum.

The new stack of the Library will hold 800,000 volumes. It is amply lighted from three large courts, and is built of white enameled terra cotta. The furniture is of enameled iron, and great care has been taken to make the entire stack as dust proof as possible. It is equipped with the most improved book-conveyor system, connecting all floors of the stack with the circulation and reference departments.

The beautiful paintings and decorative marbles of the halls and staircases are worthy of special attention. Connecting with the stair hall are three galleries of 23,500 square feet of floor space for annual and special exhibitions. On the third floor, reached by elevators, are galleries for the permanent collections of the Institute, making a total wall surface sufficient for about a mile and three-quarters of pictures.

The Museum has 104,000 square feet of space on the first, second and third floors; and a special library occupies the entire eastern end of the great central court.

The Curator's work and preparation rooms are in the basement and on the third floor, served by spacious elevators.

A Lecture Hall seating 633 persons opens from the Museum section. Here the Pittsburgh Academy of Science and Art holds meetings, and provide lectures of special and general interest which are free to the public.

The great Foyer has been added to the Hall of Music. It is 60 feet wide, 135 feet long, and 45 feet high, and contains 24 columns of Grecian Tinos green marble 28 feet high, which support a balcony



THE CARNEGIE LIBRARY AND INSTITUTE, SCHENLEY PARK

encircling the Hall. The Hall has a seating capacity of 2,000 persons and in it there is given each Saturday evening and Sunday afternoon, organ concerts by the City Organist. The Hall is also used as a meeting place for the Allegheny County Teachers at their annual Institute and for public lectures and meetings; also for other concert purposes for which a rental is charged.

The Engine Room is an attractive feature of the building as it is unusual in size and finish. It occupies a side of the central court and will well repay a visit. All engines and electrical machinery are in duplicate. The main switchboard controls 25,000 electric lamps, and over 200 miles of electric wires. There are 70 motors for ventilating and power purposes, which can be comfortably viewed from the visitors' gallery. The heating and ventilating system is very complete, the contract price having been \$635,000.00.

The boiler plant of 2,400 horse-power is located outside, in the ravine to the south of the main building. Here there is used the cheapest grade of Pittsburgh coal with positively no smoke at any time.

Separate mention is made herein of the Library, Department of Museums, Department of Fine Arts and Carnegie Institute of Technology under their respective heads.

THE CARNEGIE LIBRARY OF PITTSBURGH.

The Carnegie Library of Pittsburgh, opened in 1895, is a reference and circulating library free to residents of the City. It was founded through the munificence of Andrew Carnegie and is maintained by appropriations made by the municipality. Mr. Carnegie's gifts to the Library and Museum have amounted to more than six and one-half million dollars.

The Library contains a well-selected collection of 450,000 volumes and is especially rich in works relating to the industries of Western Pennsylvania. Special collections of ethics and architecture are also noteworthy. It has been a pioneer in the development of library service for engineers and business men and for children, and has acquired a world-wide reputation for its contributions to the library profession, through its published catalogs and bibliographies.

In connection with the Library, and under its supervision, is the Training School for Children's Librarians, which was endowed by Mr. Carnegie in 1901, and is the only school of the kind in the world. Its object is to prepare young women for library work with children. It has drawn pupils from twenty-seven states and seven foreign countries. The course of instruction covers two years.

The use of the Library for reading and study is free to all visitors. Books are lent from the lending department to all residents of the City without charge. Competent, expert attendants are provided to assist visitors in obtaining quickly the desired information. These may also be consulted by letter or telephone.

The Library is managed by a Board of Trustees, of which (1916) Samuel Harden Church is President. The Librarian is Harrison W. Craver.

The book collection is housed in a Central and eight branch libraries. In addition there are collections of books in the public school buildings, in various philanthropic and mercantile establishments, and a system of small traveling libraries for children is operated in the districts remote from the library buildings.

The Central Library building, situated on Forbes street, at the entrance to Schenley Park, is a massive Italian renaissance structure, 400 by 600 feet in size and covering over four acres of ground. It contains the greater part of the book collection, the administrative offices, the Training School for Children's Librarians, the reference and technology departments, a periodical reading room and lending departments for adults and children. It is also the headquarters of the various kinds of extension work undertaken by the Library. The building also houses the Museum, Art Galleries, and Music Hall of the Carnegie Institute. It is open from 9 A. M. to 10 P. M. on week days and from 2 to 6 P. M. on Sundays.

The eight branch libraries contain collections of from 12,000 to 25,000 volumes each of the works in most frequent use, but are chiefly devoted to books for home reading. Reading rooms for adults and children, supplied with reference books and periodicals are also provided however. The branches are open from 9 A. M. to 9 P. M. on week days. The number of visitors to the Library buildings during 1915 was 1,579,877. The number of books used was 2,911,286, of which 1,355,980 volumes were lent for home reading.

Other Libraries—For mention of the Carnegie Free Library of Allegheny and the Branch Libraries of the Carnegie Foundations in Pittsburgh. See Chapter XVIII, General Information, under "Libraries".

Further information may be obtained by addressing the Librarian, Carnegie Library of Pittsburgh.

Department of Fine Arts.—The Galleries of the Department of Fine Arts are on the second floor of the Museum Building.

The permanent collections include an important chronological collection of architectural casts, collections of paintings, drawings, bronzes, sculptural casts, Japanese prints, etchings, in fact everything that would come under the designation of "Fine Arts."

Each spring this department presents an international exhibition of modern paintings, which has become world famous. It attracts the work of the best European and American painters. Other exhibitions of paintings, applied arts, prints and sculptures, are held during the year, the galleries being the scene of exhibitions under the auspices of The Art Society, The Associated Artists of Pittsburgh, The Pittsburgh Architectural Club, The Pittsburgh Camera Club, The Pittsburgh Etching Club, The Duquesne Camera Club, and similar organizations.

The mural decorations of the Museum Building, by the late John W. Alexander, a native of Pittsburgh, are accounted among the most important contributions to the field of mural paintings in America. These paintings in the Museum Building are especially worthy of notice; that of "The Spirit of Pittsburgh" decorating the stairway entering the museum.

The First International Exhibition of Paintings was held in the fall of 1896. Until that time, no annual international exhibition had been held in this country, although desultory contributions from foreign artists appeared in several American exhibitions.

In the Hall of Architecture is shown a collection of architectural casts. The chief purpose of the Institute, dedicated as it is to the education and inspiration of the people, has been kept in view in the selection of the collection, which occupies the central portion of the hall. Comparatively few casts, therefore, have been placed within the columns, which surround the hall, and these have been arranged, in so far as the arbitrary dimensions of the works would permit, in a single group of imposing and beautiful objects. The collection will be extended under the balcony and in this portion of the hall a larger number of casts will be installed in chronological sequence.

The Hall of Statuary, is in itself, a beautiful representation of the Doric order of architecture. The columns, pilasters and plinths are constructed of Pentelic marble from the quarry near Athens. In this hall are assembled reproductions of many of the masterpieces of Greek, Roman, and Egyptian statuary.

On the second floor, in the Hall of Bronzes, are exhibited reproductions in fac-simile of statues, busts and various articles found in the eighteenth and nineteenth centuries on the sites of Herculaneum, Pompeii and Stabiæ, and preserved in the Naples Museum. The total number of objects in this collection is three hundred and thirteen. A collection of one hundred and twenty-five original drawings by American artists, is shown in the small gallery adjoining the Hall of Bronzes.

The Department of Fine Arts is in charge of Director John W. Beatty and is open week days 10:00 A. M. to 10:30 P. M. Sundays 2:00 P. M. to 5:00 P. M. Closed on Fourth of July, Christmas and Memorial Days.

THE CARNEGIE MUSEUM.

The Carnegie Museum is recognized to-day as one of the four leading natural history museums of the United States, the other three being the United States National Museum, Washington, D. C., the American Museum of Natural History, Central Park, New York, and the Field Museum of Natural History in Chicago. The Carnegie Museum, however, in some respects, covers a larger field than the museums in Washington and Chicago, for its collections embrace the "arts and crafts," covering the debatable territory between anthropology and the fine arts.

The museum is under the same roof with the Carnegie Library of Pittsburgh and the Department of Fine Arts of the Carnegie Institute. That portion of the great main edifice containing the Department of the Museum cost approximately \$2,500,000. The collections amassed by the museum in various ways aggregate in value \$1,250,000. The museum is maintained from the income of funds devoted to this purpose by Mr. Andrew Carnegie. The Director of the Museum is Dr. W. J. Holland. The staff of the Museum consists of forty persons, including the curators of various sections, numerous preparators and assistants engaged in technical work, or pursuing scientific researches.

The collections of the Museum are divided into two series: those displayed in the public galleries, which are open from 10 A. M. to 10 P. M. every week-day excepting Christmas and the Fourth of July, and on Sundays from 2 to 6 P. M., and the "Study Collections," consisting of collections which are preserved in rooms where they are accessible to students who desire to pursue intensive studies. At the present time the collections of the Museum contain nearly two millions of objects, large and small. These collections are catalogued and arranged so that they may be made accessible to any one who desires to consult them.

The "Display Collections" are exhibited in sixteen halls, or galleries, some of them of very large size. The reserve, or "Study Collections" are arranged in thirteen rooms, which are designated as "Laboratories." In addition the Museum possesses a library placed in a beautiful room, well-lighted, and provided with stacks, capable of holding 40,000 volumes. There are a number of work-shops occupied by preparators, a photographic laboratory, a drafting-room, and a suite of three rooms occupied by the Director and his office force.

The Museum is particularly rich in collections illustrating the sciences of mineralogy and geology, paleontology, botany, mammalogy, ornithology, ichthyology, entomology, archeology, and ethnology. Among the various collections which are contained in the Museum the following may be mentioned as having special interest:

1. The Jefferis Collection of Minerals, embracing the finest assemblage of the minerals of Pennsylvania in existence.
2. The botanical collections, containing mounted specimens of over 150,000 species.
3. The paleontological collections, which are especially rich in Miocene mammals and Mesozoic reptiles. Among the latter is the skeleton of *Apatosaurus louisæ*, the largest mounted skeleton of a dinosaur at present in any museum, and the famous skeleton of *Diplodocus carnegiei*, replicas of which have been donated by Mr. Andrew Carnegie to the national museums of England, Germany, France, Austria, Italy, Russia, Spain and Argentina. The paleontological collections also include the great Bayet Collection consisting of 120,000 specimens representing the fossil fauna of European lands, purchased

by Mr. Carnegie from Baron Ernst Bayet, the Secretary of King Leopold of Belgium, and donated to the Museum in 1903.

4. The collection of mammals includes the magnificent series of large mammalia collected in East Africa and Abyssinia by Mr. Childs Frick on the occasion of two expeditions made by him to these countries. There is also a small collection representing the mammals collected by Col. Theodore Roosevelt on the occasion of his expedition to East Africa, obtained through the United States National Museum. The collections of the mammals of the Western Hemisphere, obtained from various sources, are also large. Many of the specimens are most beautifully mounted and displayed in groups showing the natural surroundings. In the Gallery of Mammals is mounted the first specimen of the White, or Broad-nosed Rhinoceros, brought back from Lado, in Africa, many years ago, and also a number of beautiful specimens collected in the Canadian Rockies and in Mexico by Mr. John M. Phillips and Dr. Wm. T. Hornaday. The most complete collection of the mammals of the region of Hudson Bay is found here.

5. The collection of birds contains more than 50,000 specimens. The birds of Pennsylvania are exhibited in three cases, where they can easily be studied. Every bird known to have its habitat or visit in Pennsylvania is shown in this exhibit. The collections of birds from Central and South America are very large. Among the ornaments of the Gallery of Birds is the collection of mounted specimens representing the avifauna of Western Europe, purchased from Baron Schauberg of Holland, and the great collection of birds of New Zealand, purchased from the late Sir Walter Buller, upon which he founded the revised edition of his work "The Birds of New Zealand."

6. The collection of recent reptiles is large and growing and contains a practically complete collection of the reptiles known to exist in the Eastern United States.

7. The collection of fishes is one of the most important in the United States and is especially rich in species from South America, of which more than 300 are the original types first described in the publications of the Carnegie Museum. There is also a large collection of fishes from Japan and the eastern seas.

8. The collection of insects of various orders is one of the largest in the Western Hemisphere. The nucleus of this consists of the collections made by the Director of the Museum during the past forty years, including by purchase, many of the more important collections written upon and described by the leading entomologists of America. Among the collections here incorporated is the collection of the late W. H. Edwards, representing the butterflies of North America, the Ulke Collection of the beetles of the United States containing 11,000 species represented by 120,000 specimens, and the largest collection of lepidoptera of West Africa in existence, made by various collectors, and a vast collection of insects of all orders from South America.

9. The collection of shells is large and rich in types described by the fathers of American conchology; Adams, Anthony, Bland, Lea, and others.

10. The archeological and ethnological collections are extensive. The cultures of the various Indian tribes of North America are well-represented. The largest and most important collection showing the ancient civilization of Costa Rica in existence is that contained in the Carnegie Museum. There is a considerable collection of Egyptian antiquities, including an ancient boat donated by Mr. Carnegie, which was buried in a crypt at Dakshur six hundred years before Abraham left Ur of the Chaldees. There are also articles taken from the mummies and tombs of the kings of the First Egyptian Dynasty. There is a fine collection of Etruscan pottery forming a part of the bequest of the late Mr. Charles Spang of Pittsburgh and Paris.

11. The historical collections are interesting and important. Here are shown the skeleton of "Old Sorrel," the horse upon which General "Stonewall" Jackson was seated when he was killed at Chancellorsville, and some of the cannon surrendered at Saratoga by General Burgoyne to General Gates.

12. One of the most interesting rooms in the Museum is that devoted to coins and gems, where there is exhibited a magnificent collection of watches deposited by Mr. H. J. Heinz, containing among other things a watch which belonged to Admiral Nelson, the hero of Trafalgar.

13. Another room which attracts thousands of visitors, is that in which is displayed the Heinz Collection of Ivory Carvings, one of the finest of its kind in the world. In this same gallery are displayed beautiful collections of Chinese porcelains among them five wonderful vases deposited by Miss Eleanor Holmes, a collection of replicas of medieval silver-ware donated by Mr. Herbert DuPuy, as well as a fine triptych from the cathedral at Bamberg, likewise donated by Mr. DuPuy, a collection of ancient Japanese arms deposited by the Hon. Irwin B. Laughlin, and various other collections representing the fictile, textile and other minor arts.

The Carnegie Museum maintains a very close relationship with the schools, colleges, and universities of Western Pennsylvania, and was the first institution of its kind in America to send "travelling collections" into the schools, in which activity it enjoys the compliment of imitation on an even much larger scale by the museums of New York, Chicago, and St. Louis.

The publications of the Museum consist of "Annual Reports," "Annals," and "Memoirs." The latter two publications are rich in the results of scientific investigation in various directions.

THE TECH SCHOOL

Emerging from the Carnegie Library the visitor may wish to inspect the various buildings of the Carnegie Institute of Technology nearby. He will therefore turn to the left and cross the bridge which

spans a spur track of the Baltimore & Ohio Railroad and continue through the park, the Institute's buildings in plain view.

The Carnegie Institute of Technology is open to visitors throughout the year from 9:00 A. M. to 5:00 P. M., with the exception of holidays and Sundays. Classes are in session five days a week from 8:30 A. M. to 4:30 P. M. from about the middle of September to the middle of June. An interesting time to make a trip through the buildings is during the evening, between 7:30 and 9:30, when the large body of night students is at work. The night school is in operation from the first of October to the first of May. Visitors can inspect the various departments without special permission; those who prefer to have a guide, or a guide-book can secure one, at the Registrar's Office in the Central Building, without expense.

A brief history of this institute, one of the most popular of Mr. Carnegie's foundations seems in order. The institute has been a success from its beginning and is attaining a world-wide fame. The buildings and their arrangement receive much attention and favorable comment upon their thoroughly practical character. The style of architecture is simple, yet pleasing. Adornment has been subordinated to utility and it may be doubted if there is anywhere else a group of so many buildings so thoroughly adapted to the uses intended. The Institute receives many visitors and is one of the chief spots of interest in "Seeing Pittsburgh."

The History of the Foundation.—The existence of the Carnegie Institute of Technology dates from a letter written by Andrew Carnegie November 15, 1900, to Mayor Diehl of Pittsburgh. Pittsburgh had become at the beginning of the twentieth century a notable center of colossal industries. As such, it had exceptional need for technical and industrial training. At this time when the City was about to consider an appropriation of \$100,000 with which to begin a technical school, the opportunity presented itself to Mr. Carnegie to make what has since proven one of his most memorable gifts. He offered the funds to found a technical institute on the condition that the City should provide a suitable location, and he concluded his letter with the assurance, "my heart is in the work." These words have since been given permanent significance by being embodied in the official seal of the institution. Pittsburgh accepted Mr. Carnegie's tender January 28, 1901. The year 1902 was spent in selecting a site, in February, 1903, a tract of 32 acres adjoining Schenley Park was acquired by the City, and deeded to the trustees who had undertaken the task of bringing the "Carnegie Technical Schools" into being. The determination of what Western Pennsylvania needed in the field of technical education consumed the remainder of the year. The preparation of the architectural plans occupied the next year. Ground was broken for the first group of buildings, April 3, 1905; six months later, when the doors were opened on October 16, students were admitted up to the capacity of the one building then available for use. The demands upon the schools for

technical education immediately became so considerable as to make early and frequent extensions necessary; and the founder, in consequence, has provided funds, as needed, for new buildings, equipment and endowment, until his original gift of \$1,000,000 has grown to a present investment of approximately \$13,500,000. In the ten years from 1905 to 1915, twelve buildings have been erected, and relatively placed so as to form a quadrangle. April 20, 1912, the name of "Carnegie Technical Schools" was officially changed to the "Carnegie Institute of Technology," and the institution received from the State of Pennsylvania a charter of incorporation, with the power to confer degrees. The first degrees were conferred at the fifth commencement, June 1912.

Arthur A. Hammerschlag, Ph. D., was appointed Director of the Carnegie Technical Schools November 10, 1903, and has since remained in charge of the Institute. The first diplomas were awarded in June 1908, 58 in number to graduates in Chemical, Civil, Electrical, Mechanical and Metallurgical Engineering and in Architecture.

The history of the first decade can be condensed into the following table of statistics:

	1905-6	1915-16
Number of students.....	765	3,432
Faculty.....	61	226
Graduates.....	00	1,408
Number of Departments.....	12	32
Number of Buildings.....	2	12
Annual Expenditures.....	\$ 72,540	\$ 603,320
Endowment.....	2,000,000	9,000,000
Grounds.....	350,000	350,000
Buildings.....	800,000	3,500,000
Equipment.....	60,000	800,000

The Carnegie Type of Education.—In these days of many colleges of many types it is not surprising that some uncertainty should exist in the public mind as to the specific purpose for which any particular institution may stand. The Carnegie Institute of Technology is primarily concerned with technical education, grouping its work into four main divisions, (1) courses in engineering for men; (2) courses in the fine and applied arts for both men and women; (3) industrial courses for men, and (4) courses for women which combine training for the home, and for a profession. The Institute consists of four separate schools, each with its own faculty, buildings and students, and each giving both day and night instructions.

1. School of Applied Science—the engineering college.
2. School of Applied Design—the art school.
3. School of Applied Industries—the industrial school.
4. Margaret Morrison Carnegie School—the college for women.

The School of Applied Industries.—Buildings.—The School of Applied Industries is the first group of buildings reached by the visitor, following the route given in the note at the beginning of this article.

These were the first three units erected in the architectural program of the Carnegie Institute of Technology. They were constructed in 1905-06 and cost \$800,000. They contain basement, the forge shop, foundry, building construction drawing-room, student clubroom; first floor, machine shop, structural drawing-room, electrical equipment laboratory, sheet, cornice and art metal shop, offices of the department of student health, and printing shop; second floor, electric-wiring shop, pattern shop, mechanical drawing-room, plumbing shop, carpentry and manual training shop, and laboratory of psychology; third floor, mechanical drawing-room, and laboratories for the chemistry of materials, mechanism and physics. Courses of Instructions.—Industrial courses are given in machine construction, building construction, general equipment and installation, and printing. Also a course for the training of industrial teachers, leading to the degree of Bachelor of Science in Industrial Education. Short courses are offered in machine shop, pattern-making, and mechanical drawing, electric-wiring, plumbing, foundry, forging, carpentry, printing, and bricklaying, for mature applicants who have had some experience in their trades.

The School of Applied Science.—Buildings—(1) Machinery Hall, the building with the tower, located at the extreme west end of the campus, was built in 1912-13, and cost \$518,000. It contains the



INSTITUTE OF TECHNOLOGY,
MACHINERY HALL AND "THE TOWER"

departments of mechanical and electrical engineering, and the power plant for the entire institution. In the tower has been installed a well-equipped radio-telegraphy plant, one of the most powerful wireless stations in the Middle West. The receiving range extends as far west as Honolulu and as far east as Germany, and the sending radius from all stations east of the Rocky Mountains to those aboard ships on the Atlantic Ocean. Visitors may be interested to notice that the tower is an architectural feature, masking the chimney of the power plant. (2 and 3) The East and West Science Buildings, the two connected structures on the north side of the campus, were erected in 1907-08 and cost \$790,000. They contain the departments of chemical, civil, commercial, metallurgical, mining and sanitary engineering, and the departments of languages, mathematics, physics, mechanics, and machine design, with the usual laboratories, drafting-rooms, lecture and class-rooms, and offices. Courses of Instruction—Day and night courses are given in chemical, civil, commercial, electrical, mechanical, metallurgical, mining, and sanitary engineering, leading to the degree of Bachelor of Science. Also courses in science in preparation for teaching or for research.

The School of Applied Design.—Building—Located on the crest of the campus. The central portion of this building was completed in September, 1912, the two wings added in 1915-16. The cost of all was \$850,000. The main entrance is through the center of the five niches which are the architectural features of the front facade. The visitor finds himself at once in a large and impressive foyer of limestone, with a high arched ceiling. To the right are the three entrances to the theatre of the department of dramatic art, perhaps the most notable room in the Institute buildings. Over the proscenium appear the words "Ici L'Inspiration Deploye ses Ailes" (Here Inspiration Spreads Its Wings). To the left of the foyer, three entrances lead to a large hall used for concerts by the symphony orchestra of the Department of Music (60 pieces) and for exhibitions and judgments by the department of architecture, painting and decoration. The walls are occupied most of the time by student work done in competitions. On the first floor also are the library of the Design School and the rehearsal, property, class and green rooms of the Department of Dramatic Arts. The mezzanine floor contains the practice and teaching rooms for the Department of Music; also the scene-painting and dressing rooms for the Department of Dramatic Arts. The second floor is devoted entirely to the Department of Architecture, and the third floor to the Department of Painting and Decoration, with skylighted studios for drawing and painting from life, cast and still life, and a large design room for those taking the courses in decoration, illustration and normal art. The fourth floor is given over to private studios for members of the faculty, and two large rooms with 70 loges for the architectural students. Courses of Instruction—Day and night courses are given in architecture, painting, decoration, illustration, sculpture, music, and dramatic arts, open both to men and women, leading to the degree of Bachelor of Arts.

Margaret Morrison Carnegie School.—Building—The Margaret Morrison Carnegie School, the college for women, named after the Founder's mother, devotes itself to the education and training of women, not only for the home, but also along specific technical lines. It is located at the east end of the campus. The original building was erected in 1906-07, and the west wing in 1914. The total cost was \$498,000. The parts of the building likely to interest the average visitor are: (1) the studios for weaving, lace-making, basketry, jewelry, leather-work, book-binding and designing in the department of home arts and crafts; (2) the studios for sewing, dressmaking, embroidering, millinery, and costume design in the department of costume economics; (3) the instructional kitchens and practice dining-rooms in the department of household economics; (4) the shorthand, typewriting and business method rooms of the department of secretarial studies; (5) the laboratories for biology, bacteriology, physics and chemistry of the department of science; and (6) the model furnished apartment of six rooms and bath. Courses of Instruction—The regular day courses require four years of resident study, and lead to the degree of Bachelor of Science. Six different courses are offered: (1) household economics, (2) secretarial studies, (3) costume economics, (4) home arts and crafts, (5) social work, (6) general science. Night courses are offered in bookkeeping, shorthand, and typewriting, sewing and dressmaking, cooking and handicrafts; and in continuation work for teachers. The scope of the work in the day courses may be indicated by a partial list of typical positions held by graduates: (1) teachers in high or normal schools, and in other schools of such subjects as domestic science, sewing and dressmaking, commercial studies, chemistry, and arts and crafts; (2) hospital dietitians, lunch and tea-room managers, organizing housekeepers; (3) business and secretarial positions of varied sorts; (4) supervisors of art; (5) dressmakers; (6) social workers and organizers; (7) directors of playgrounds; (8) craft workers.

General Information.—Registration—The registration for 1915-16 is 3432, of which 2765 are men and 667 women. Forty states and twenty foreign countries are represented in the enrollment. Fees—The total fees for day courses range from \$38 to \$58 a year; for night courses from \$11.50 to \$18 a year.

Camp Louise Carnegie.—The Institute operates, as part of its work, Camp Louise Carnegie, which is situated near Pittsburgh, on the Allegheny River. It is a 750-acre engineering camp where students in certain courses are stationed for their field of work during the summer. The camp is reached in fifty minutes by the Allegheny Valley Division of the Pennsylvania Railroad, the station "Glencairn" on the property. The Camp is open for women affiliated with the school from June to an agreed-on date in August in each year.

Athletics.—At Tech these activities are such as are common to all universities. The large athletic Field House at the extreme eastern end of the campus contains a gymnasium 90 feet long by 43 feet wide and 22 feet high, thoroughly equipped with a complement

of gymnasium appliances. In addition to the gym exercises inter-class and inter-school competitions are arranged. A gymnasium exclusively for women is located on the fourth floor of the Margaret Morrison Carnegie School.

Student Organizations.—There are various Technical Societies among the students, such as the "Tech Architectural Club," (men); "Tech Design Club", (women); etc. Territorial Clubs, such as the "New England Club," etc. Musical clubs, glee, mandolin, 60 members. The Institute Band, 20 pieces; and the Choral Club of 50 members. There are four publications, the "Tartan," the "Thistle," the "Puppet" and the "Bagpipe," the first named a weekly. Twelve fraternities have chapters among the students. The Margaret Morrison Carnegie School, the women's school have their separate clubs and six sororities.

Dormitories for Men.—Two dormitories for men are operated by the Institute. Both contain club-rooms, and on each floor is an outdoor sleeping porch for optional use. Single rooms rent for \$90.00 per college year, and double rooms for \$136 and \$150. These charges include light, heat, service and all bedding except blankets, but do not include meals, which are secured at the Institute restaurant on the campus. Adequate bathing and toilet facilities are provided for each building. The rooms are furnished with a bed, chifforobe, table, chairs and rugs.

Dormitories for Women.—The Institute also maintains three dormitories for women. The rooms, single, double, and triple, are furnished with a rug, curtains, 36-inch cot, mattress and pillow, dresser or chiffonier, study table and chairs. The following terms include room, with light and heat, and three meals a day: Single rooms, \$315 per college year, double rooms \$279 and triple rooms \$261. Each dormitory has as chaperon a resident faculty representative, and a matron.

Cost of a College Year.—The cost of a year's study at Carnegie naturally varies with individuals. With economy, it may show a total as low as \$350. Many students go through comfortably for \$400, all expenses included. A distribution of the expense items in the average case may be estimated as follows: (1) fees, \$50.00; (2) books and supplies \$30.00; (3) dormitory room for year \$68.00; (4) board at Institute restaurant, \$126.00; (5) clothes, laundry and incidentals, \$76.00; total, \$350.00. This low expense rate is principally due to the small fees, which are nominal compared with those in other institutions, and are made possible by the Institute's liberal endowment.

CHAPTER VII

Amusements

Amusement Parks, Baseball, Theatres, The Exposition, Races, Winter Sports

Amusement Parks.—There are two amusement parks in the Pittsburgh district open usually from May to September. Of these Kennywood is the larger. It is situated on a bluff overlooking the Monongahela River opposite Braddock. It is a wooded, natural park to which has been added the amusement devices common to all such parks, with the usual concessions in the way of entertainment. It is reached by car line 68, and special cars are put on during the season, which are labeled "Kennywood Park," and the usual transfers given at transfer points, as noted in the preceding article pertaining to "Trolley Service in Pittsburgh." The admission to the park is free and the fare from the City is ten cents.

The other amusement park is West View, on the north side of the Allegheny River. It, too, is a fine, natural park, enhanced with the usual amusement features and devices. This park is reached by cars on Routes 10 and 15.

Eldora Park on the interurban line to Charleroi is often visited for a pleasure trip, but is too far away for every day crowds from Pittsburgh.

Athletics.—The public grounds for athletic sports are: Washington Park, Arsenal Park, the Schenley Oval in Schenley Park; and the smaller parks and playgrounds as noted under the heads "Public Parks and Playgrounds." On the North Side, the West Park has a tennis court, a lake and seasonable bathing for children and winter ice skating for all.

The various athletic associations and clubs have their athletic fields, confined exclusively to the use of their members with provisions made for visitors under their separate codes of rules. The same is true of college and academy athletes.

Baseball.—The grounds of the Pittsburgh club of the National League, known as "Forbes Field," are in Oakland, near the Hotel Schenley and adjoining Schenley Park. They are reached by any of the Forbes street or Fifth avenue car lines to Forbes and Bouquet streets, or the Grant boulevard at Forbes street. See separate mention "Forbes Field."

Forbes Field, the home of the Pittsburgh Baseball Club, is the finest ball park, in matter of situation and construction, in the baseball world. The field is named in honor of that stern old Scot, General John Forbes, who gave Pittsburgh its name by wresting Fort Duquesne from the French and calling it Fort Pitt. The stand at Forbes Field spreads its great iron wings 889 feet from tip to tip and has a seating capacity of approximately 17,000. This, in addition to bleacher space, gives a total seating capacity of about 23,000. Three hundred cars of sand and gravel, 45 cars of cement, 60 cars of brick, 60 cars of structural iron, 21 cars of sewer pipe, glass, frames and elevator material, 21 cars of ornamental iron, and 31 cars of chairs were used in the construction of this plant. Dull statistics, but of great aid to the mind in trying to grasp the immensity of this enterprise. The stand is divided into three receding tiers, and so ample are its facilities for



FORBES FIELD, OAKLAND

egress that when filled to its capacity it can easily be emptied in eight minutes. Forbes Field has two huge passenger elevators to handle the people to and from the upper floors, a facility possessed by no other ball park. The main entrances to Forbes Field are at Bouquet and Louisa streets. There are also special emergency entrances on Louisa street and on Bouquet street for large days and holidays. The entrance to the 50 cent bleacher is on Louisa street and 25 cent bleacher on Bouquet street. Forbes street cars in either direction are preferable to reach the Field, Routes 63, 64, 65, 66, 67, 68, 71, 72, 73, 79 and

80. Get off at Bouquet street. Fifth avenue lines, Routes 75 and 76 will take passengers to Bouquet street, one block north of Forbes. Cars on Routes 79 and 80 turn from and into Fifth avenue at Bouquet street but pass the Field going each way. Route 75 runs on Ellsworth and Center avenues entering Fifth avenue via Neville street, but passing Bouquet street. Tickets to base ball games can be purchased downtown at Spalding's Athletic Goods Emporium, 608 Wood street, Harry Davis' Grand Opera House Arcade, No. 325 Fifth avenue, and at the store of the May Drug Co., at Penn and Highland avenues, East Liberty.

Many intercollegiate foot ball games take place in Forbes Field throughout the season, but these are held under the supervision of the University of Pittsburgh, who rent the property for this purpose.

Forbes Field has been written into the history of Pittsburgh in the story of the centennial celebration of the founding of the Christian, or Disciples Church, by Rev. Alexander Campbell. This anniversary was celebrated by a convention of the church which met in Pittsburgh October 11 to 18, 1909. On Sunday, October 17, a vast concourse gathered in Forbes Field, when 25,000 persons partook of communion.

Amusements; Theatres.—Pittsburgh is well supplied with theatres and a good variety of entertainment is afforded throughout the year, ranging from legitimate drama to moving pictures. There are five principal theatres: the Nixon, on Sixth avenue; the Alvin, on Federal street (Sixth); The Grand, on Fifth avenue with a dramatic stock company; the Davis at 532 Smithfield street; and the Duquesne, Penn avenue near Federal street (Sixth). The Nixon is the largest.

Downtown is also the Lyceum Theatre on Penn avenue, near Federal street (Sixth). This house is devoted principally to melodrama.

The Harris Theatre, Diamond street below Smithfield street, is a vaudeville house, as is also the Davis Theatre.

The Gayety at Federal street and Duquesne way; the Academy at 812 Liberty avenue, and the Victoria at 956 Liberty avenue, are burlesque houses.

The Miles Theatre recently erected at Penn avenue and Sandusky street (Seventh), has been reopened (January, 1916) under its former name "The Pitt Theatre" for the production of first-class film shows.

In the East End, the Empire Theatre at 222 Collins avenue, near Penn avenue, presents its Stock Company with a wide range of repertoire, and the Sheridan Square Theatre at 6108 Penn avenue, is devoted to vaudeville.

In Oakland, the Schenley Theatre, on Forbes street, near Schenley Park, offers concert, opera and special feature attractions.

On the North Side, the American Theatre, at 819 Federal street, is vaudeville.



NIXON THEATRE
SIXTH AVENUE AND CHERRY WAY

The Davis Theatre was built and opened in 1915. It, the Harris, the Pitt and the Nixon are of comparatively recent construction and embody architecturally and otherwise all that is modern, attractive and safe in theatre construction. The older houses have been practically rebuilt and are accounted first class in these respects also. The Victoria and Academy are also of recent construction and are modern.

In the nature of a theatre directory attention is called to the theatres controlled by the Harry Davis enterprises. These are the New Davis Theatre on Smithfield street, between Oliver and Sixth avenues, with entrances on Smithfield street, Oliver avenue and Sixth avenue and William Penn place, presenting always the highest class refined vaudeville with matinees every day at 2 P. M. and evening performances at 8 P. M. Prices, afternoons, 25 cents, 35 cents, and 50 cents; evenings 25 cents, 35 cents, 50 cents, 75 cents and \$1.00, no higher:

The Grand Opera House on Fifth avenue between Smithfield street and Wood street, with entrances on Fifth avenue and Diamond

street, presenting The Harry Davis Stock Company, in elaborate productions of modern classic drama and comedy. Matinees every day at 2:15; evening performances 8:15. Prices, afternoons, except Saturdays, all seats, 25 cents. Evenings and Saturday matinee, 25 cents, 35 cents and 50 cents. No higher:

The Alvin Theatre on Federal street (Sixth), near Duquesne way, presenting first class road companies. Matinees, Wednesdays and Saturdays 2:15; evening performances 8:15. Prices, 25 cents to \$2.00:

The Lyric Theatre, adjoining Grand Opera House, high grade moving pictures, continuous performances 8:30 A. M. till 11 P. M. Admission 10 cents:

The Temple Theatre, Federal street (Sixth), opposite Alvin Theatre, high class moving pictures, admission 10 cents, continuous performances, 8:30 A. M. till 11 P. M.

Likewise there are to be noted the theatres controlled by the Harris Amusement Company which are the Harris Theatre, Diamond street near Smithfield street, presenting continuous vaudeville performances, 1 P. M. until 11 P. M., prices 10 cents and 20 cents:

The Sheridan Square Theatre, Penn avenue between Sheridan and Center avenues, East Liberty; refined vaudeville with matinees every day at 2:15; evening performances continuous 7 until 11. Prices, afternoons, all seats 10 cents and 15 cents; evenings, 10 cents, 15 cents and 25 cents:

The Wonderland Theatre, Fifth avenue between Wood and Market streets, with high class moving pictures and continuous performances, 8:30 A. M. until 11 P. M. Admission 10 cents:

The William Penn Theatre, Federal and Isabella streets, North Side, high grade moving pictures; continuous performances 12 noon until 11 P. M., admission 10 cents.

The Harry Davis and the Harris Companies are distinctly Pittsburgh enterprises.

FILM SHOWS.

In addition to the moving pictures mentioned on pages 116—117, there are many others of this class in Pittsburgh, and in Pittsburgh business centers and all contiguous boroughs. All the leading film producers are represented here and the latest and best attractions are presented. On lower Fifth avenue that is between Smithfield and Liberty avenue will be found the "Cameraphone", the "Olympic", the "Minerva", and the "Majestic". On the North Side, the "Garden" on North avenue near Federal street and the "Novelty" on Federal near the bridge. In Lawrenceville, "The Arsenal" at Butler and Main streets. In East Liberty on Penn avenue the "Regent" at Highland avenue; the "Liberty" at Shady avenue; the "Alhambra" above Sheridan avenue; and the "Cameraphone" above Collins avenue. In the Oakland district there are several

"movie" shows on Fifth avenue and Forbes street, and Wilksburg on Wood street. On the South Side, along upper Carson street. On the Hill-top, on Warrington avenue; on Mt. Washington, on Boggs avenue and on Shiloh street. In fact except in exclusive residential sections, visitors will not have to go far to find entertainment from moving films. The houses mentioned may be taken as types of the best and it may be accepted as a fact that many not particularly named are just as good. The general admission in the leading show houses is 10 cents for adults and 5 cents for children, but there are many five cent shows or "Nickelodians".

AMUSEMENTS.

Races.—There are two tracks for horse racing in Pittsburgh, both largely patronized during the season; that of the Matinee Club of Pittsburgh and Allegheny is on Brunot's Island, at the head of the Ohio River. This is a mile track and races are conducted here every Saturday throughout the season, beginning about June 1st. The Island is reached from Doerr street, Wood's Run, by ferry, the ferry landing one block from Preble avenue, Woods Run; reached by Woods Run cars Route 18, from Penn avenue and Federal street (Sixth). The office of the Secretary of the Association is in the Fidelity Building, 327 Fourth avenue.

Races are also run on the Schenley Oval in Schenley Park, under the auspices of the Schenley Matinee Club, whose office is at Bellefield avenue, and Filmore street, Bellefield. The oval is a half-mile track, and racing takes place every Wednesday afternoon throughout the season, beginning about May 30th. An attractive and commodious grandstand on the ridge, easily seen from Forbes street and the entrances to the Park, indicates to visitors the location of the Oval.

THE EXPOSITION.

The Western Pennsylvania Exposition, better known as the Pittsburgh Exposition, is situated in the downtown section of the City at the junction of the three rivers, on historic ground known as the "Point," within a few hundred feet of the Block House of Revolutionary fame. This institution was organized in 1885 and has been holding annual expositions without interruption since 1889, and is the only one of its kind in the United States that has been in existence for so long a period.

The site occupies six acres of ground and the buildings, which consist of Machinery Hall, Main Building and Music Hall, are constructed of steel, stone and brick, costing approximately one million of dollars. The great structures are within easy distance of the termi-



THE WESTERN PENNSYLVANIA EXPOSITION BUILDINGS.

nals of nearly all of the street car lines of Greater Pittsburgh, within easy walking distance of all the railroad passenger stations, and within four blocks of probably the busiest corner in Pittsburgh. These buildings are admirably adapted for exhibits of all kinds, and when not occupied by the Annual Exposition, which covers a period of two months every fall, are used for automobile, poultry, and trade shows of various kinds. These buildings contain one hundred thousand square feet for exhibit purposes alone. The Music Hall at present is in a semi-finished condition and has a seating capacity of four thousand on one floor. When it is completed it will contain one gallery and will seat about fifty-five hundred. The Exposition has an average daily attendance of ten thousand during the fall show and is noted for the high class music which it offers to its patrons at the small admission fee of twenty-five cents. The best orchestras and bands in the country appear at the Exposition each fall and give to the general public an entertainment that cannot be had under other conditions at four times the price of admission. Such high class attractions as Sousa, Damrosch, Victor Herbert, Chicago Orchestra, Russian Symphony Orchestra, Creatore, Pryor, United States Marine Band, Philadelphia Orchestra, Cincinnati Orchestra, Godfrey's Band of England, London Symphony Orchestra, etc., have appeared there from time to time together with famous vocal and instrumental soloists. The importance of the Pittsburgh Exposition is evidenced by the kind and high class quality of its exhibits which have been seen from time to time and on which thousands of dollars have been expended. Such exhibitors as the Governments of the United States, Canada, and South America, the States of Pennsylvania, New York, Virginia, California, Washington, Minnesota, together with exhibits from leading railroad companies and prominent manufacturers in all branches of industry have taken advantage of this Exposition to exploit some particular idea, invention or product.

On the stage of the Music Hall have appeared notable men and women, in all walks of life, such as Woodrow Wilson, Theodore Roosevelt, William Jennings Bryan, Bourke Cochran, "Billy" Sunday, "Gypsy" Smith, Paderewski, Mesdames Nordica, Eames, Schalchi, Materna, Schumann-Heink, DeVere, and Dr. Anna Shaw.

The Exposition entertains annually free of charge 75,000 school children and their teachers.

There has been recently installed in the Main Exposition Building one of the largest indoor ice skating palaces in the world. This clean and healthful amusement will be continued in the Main Building each season from November 1st to April 1st for a period of years. The trade shows that may come along from time to time during the occupancy of the Main Building by ice skating will be taken care of in Machinery Hall, which measures 300 by 140 feet, and which has lately been improved by the installation of a heating plant, cement floor, and modern lighting system.

WINTER SPORTS.

The revived interest in ice skating and its growth as one of the most attractive of winter sports was the incentive for the launching of the amusement project known as the **Winter Garden**. At the outset the great question that faced the projectors was a proper location. This was found in the Main Exposition building. Located in Pittsburgh's downtown section, it is easily accessible to all. The building is ideal in every way for housing a monster rink. One of the most impressive features of the Winter Garden, outside of the great expanse of ice and the beautiful decorations, is the solidity of the huge auditorium where the skaters are entertained. Constructed of steel, stone and massive brick walls, nothing short of an earthquake would cause it to even shake.

In the Winter Garden is incorporated all the latest mechanical devices and inventions insuring the making and maintenance of hard, dry ice. The refrigerating plant is located in Machinery Hall, 450 feet distant from the skating surface. From this plant is sent the brine which circulates through 125,000 feet of pipe beneath the ice which covers an expanse of 30,000 square feet. This brine is circulated at the rate of 15,000 gallons every ten minutes. The skating surface is formed of ice which weighs one-half million pounds. The rink is illuminated by 1,500 lights. The machinery in the refrigerating plant is of gigantic dimensions and weighs over 110 tons. Through its use, refrigeration is gained at 30 degrees below zero.

The season for indoor ice-skating at the Winter Garden will be continued for a term of years from November 1 to April 1. The Exposition Buildings are in plain view from the Federal street (Sixth) bridge and a blazing sign on the garden roof will infallibly direct strangers.

Duquesne Garden is acknowledged one of the largest and most beautiful ice skating palaces in any city. It is located on Craig street, at the corner of Ellsworth avenue. The ice is made by an artificial refrigeration. The regular season is from October 15 to April 15. There are three sessions daily, the first beginning at 9:30 in the morning and continuing until noon. The afternoon session begins at 2:00 and continues until 5:00. The evening session begins at 8:00 and continues until 10:30. Two nights a week, during the regular season, hockey games are played between the Duquesne Garden team and the leading teams of Canada and the United States. The leading fancy skaters of the country also appear here as special attractions, the bill being changed each week. The National and International indoor championships are skated at this rink. Direct cars to the Garden from downtown are Routes 72, 72, 73 and 75. The box office is open afternoons and evenings of each week day. Reserved seats may be purchased at A. G. Spalding & Bros, No. 608 Wood street. Seats may be ordered by phone. Seats for hockey games or special attractions will be held until 7:45 P. M.

CHAPTER VIII

Churches

Churches Downtown, Notable Structures

Churches, Downtown.—In the business section, or that portion of the peninsula between the Monongahela and Allegheny Rivers, below Washington place and Eleventh street, there are now but few churches. The removal of the population to the newer residential sections and the encroachments of business structures put upon the market many church properties, and caused the demolition of the church edifices thereon. Notable instances are the razing of St. Paul's R. C. Cathedral, a large and imposing Gothic edifice of brick, at Fifth avenue and Grant street, now the site of the new Frick Arcade; St. Peter's P. E. Church, now part of the Frick Building site at Grant and Diamond streets, taken down carefully, and rebuilt stone by stone at Forbes street and Craft avenue. The many years abandoned Third Presbyterian Church at Sixth avenue and Cherry way on part of the site of the new William Penn Hotel; Christ M. E. Church at Penn avenue and Eighth street, destroyed by fire; the Second Presbyterian at Penn avenue and Sandusky street (Seventh) torn down to erect the Pitt Theatre, and the old First Presbyterian Church on Wood street near Sixth avenue. However, the Second Presbyterian congregation purchased the synagogue of the Rodeph Shalom Congregation in Eighth street on the completion of the new synagogue in Bellefield, and remodelled the structure, and now worship there. The congregation of the First Presbyterian Church built a new edifice facing Sixth avenue, when the old edifice was razed to erect the McCreery Building of the Henry W. Oliver estate.

The new edifice of this congregation, and Trinity P. E. Church adjoining, stand on the plot donated to these congregations by the heirs of William Penn in 1787 for church purposes and a burial ground. The Penn heirs made a similar grant to the German Evangelical Association of the square bounded by Sixth avenue, Smithfield street, Strawberry way and Montour way, and their edifice occupies the Sixth avenue corner. The burial ground attached was abandoned in 1851.



TRINITY PROTESTANT EPISCOPAL CHURCH
SIXTH AVENUE

Of the thirty or more church edifices that stood in the downtown district a decade or two ago, there are but six left besides those above mentioned; The Smithfield Street M. E. Church, at Seventh avenue; the First English Lutheran Church, at Grant street and Strawberry way; Trinity German Lutheran Church on Sixth avenue, between Wylie and Fifth avenues, and the St. Mary's of Mercy R. C. Church, a small structure at Third avenue and Ferry street. The Reformed Presbyterian Church on Grant street and one of the same denomination on Eighth street.

On the upper side of Washington place, at Epiphany street, is the large edifice of the Epiphany R. C. Congregation, and below it on the same side, the synagogue—Beth Hamedrosh Hagodel. While Washington place is not strictly within the downtown business district, it is usually regarded as the present eastern boundary of that district, and in the early years of the City, the City's eastern boundary line, as Washington street extended to the Allegheny river. It is but a short walk from the Pennsylvania Station to Epiphany street, and also from Fifth avenue and Smithfield street, a point regarded as the center of the downtown business section. Other prominent churches will receive mention under other heads. A short walk from Liberty avenue below Anderson street (Ninth) will bring one to the Allegheny river with the three bridges close together, and a number of church spires on the North Side in view—some reached by a short walk, others by the different car lines going North on the three bridges and reaching Ohio street or North avenue.

The religious services in the Alvin Theatre, on Federal street (Sixth), on Sunday afternoons have been spoken of as of incalculable value for the uplift of humanity in Pittsburgh, and are especially appreciated by commercial travelers sojourning in the City. These services are conducted by the pastor of the Second Presbyterian Congregation in Eighth street, at present the Rev. Dr. George W. Sheldon. The newspapers of the city give these services special notice.

Trinity Protestant Episcopal Church fronts on Sixth avenue between Wood and Smithfield streets, the property extending through to Oliver avenue. Although the grant of this land was made by the Penns, the heirs of the proprietor of Pennsylvania, as early as 1787, the first building was not erected until 1805. This, the "Old Round Church," the original Episcopal church in Pittsburgh, was built, not on the site of the grant, but on the triangle where the Monongahela Bank Building now stands, at Wood street and Sixth avenue. The second or "Old Trinity Church" was built in 1825. The present edifice was erected on the site of Old Trinity in 1870. Surrounded by tall buildings on all sides, Trinity today, is a gem inset in the heart of Pittsburgh. The Church and Parish House are open daily. The present rector, the Reverend Edward S. Travers, took charge in 1913. The choir consists of fifty-five male voices, and is one of the best known choirs in the city. "Old Trinity" is convenient to all hotels and department stores. The

church structure is a fine piece of the pure Gothic in architecture. In the church yard surrounding are many graves of pioneers, including a score of Revolutionary soldiers whose names are commemorated in a bronze tablet on the wall on Oliver avenue. The tablet was erected by the Pittsburgh Chapter, Daughters of the American Revolution. The church is also convenient to all car lines down town.

The First Presbyterian Church is the oldest congregation in Pittsburgh. Its history begins when General Forbes with his English and Colonial troops wrested Western Pennsylvania from the French and Indians. Two days after the retreat of the French, on Sunday, November 26th, 1758, a Presbyterian minister, the Rev. Charles Beatty, preached a thanksgiving sermon. This was the first Protestant sermon preached west of the Allegheny Mountains. The service was held among the charred ruins of Fort Duquesne, a year before the building of Fort Pitt. From this time until the erection of the log church on Wood street on the Penn Heirs' grant, in 1784-86, there was a congregation of Presbyterians in Pittsburgh. They were cared for, with occasional interruptions, either by the chaplain at the Fort, or by itinerant preachers.

The leaders in the organization of the First Presbyterian Church in 1784 represented the best elements in the growing community. Six of the eleven original trustees had been officers in the army of Washington: General James O'Hara, Major Ebenezer Denny, Major Isaac Craig, Colonel Stephen Bayard, Colonel John Gibson, and Captain John Wilkins; and the history of the church is linked with most of the important events of the times.

In this church the two great Boards of Home and Foreign Missions of the Presbyterian Church in the United States had their beginnings; the former in 1802 under the name of the Western Missionary Society; and the latter as the Western Foreign Missionary Society in 1831.

Good authorities give the First Presbyterian Church another distinction in pioneer religious work. It is recorded that the Sabbath-School established in this church in 1800 was the first Sabbath-School in America. It was under the roof of the First Presbyterian Church that the Western Theological Seminary held its first classes; and here the University of Pittsburgh had its beginning and its first organization.

It was at a meeting of the General Assembly held in the First Presbyterian Church of Pittsburgh in November, 1869, that the reunion of the great divisions in the Presbyterian Church between the "Old" and the "New School" parties was planned and carried out; the delegates afterwards marching to the Third Presbyterian Church, then at Sixth avenue and Cherry way, for the union service.

The church during its existence of 132 years has had twelve pastors and four houses of worship. The present structure was erected in 1905. It is next to Trinity P. E. Church in Sixth avenue, adjoining the McCreery store and opposite the Duquesne Club.

St. Peter's Episcopal Church is located at Forbes street and Craft avenue on the northeast corner. This edifice was built in 1852 at the corner of Grant and Diamond streets, now a part of the site of the Frick Building. In 1901 when the buildings on this site were razed, the church was carefully taken down stone by stone, labelled and moved to its present location and restored exactly as it was originally built. The first services were held in the church on the new site in



ST. PETER'S P. E. CHURCH

June, 1902. There is a Parish House at Fifth and Craft avenues and a gymnasium in connection with the church. The present rector is Rev. E. H. Ward, B. D. The musical feature of the services are under the direction of Mr. John Pleasants, and will be appreciated by visitors. The Forbes street car lines as indicated to the Carnegie Library and Museum, pass the church.

St. Paul's R. C. Cathedral.—

The church architecture of Pittsburgh is enhanced in beauty and strength by the magnificent St. Paul's Roman Catholic Cathedral at Fifth avenue and Craig street, Oakland; this building is Gothic in style, with two steeples and has five aisles; its seating capacity is 2,500; it was erected in 1906, the congregation having previously worshipped in the old cathedral at Grant street and Fifth avenue, now occupied by the Frick Union Arcade.

Services at the Cathedral are as follows: Sundays and Holy Days, Masses at 6:30, 8:00, 9:00, 10:00 and 11:00 o'clock A. M.; on weekdays at 6:30, 7:00, 7:30, 8:00 o'clock A. M. Evening services every evening of the week at 7:30 P. M. Confessions, every morning before each mass, every evening at 7:30 P. M.; Saturdays and eves of feasts, 3 to 6 P. M., and 7:30 to 10:00 P. M. It is reached by all Fifth avenue cars, Forbes street, and Center avenue cars as specified in the paragraphs relating to Schenley Farms, Schenley Park, Carnegie Museum and Carnegie Library. The Cathedral Rectory is at 136 North Craig street, adjoining.



**ST. PAUL'S R. C. CATHEDRAL
FIFTH AVENUE AND CRAIG STREET**

10:00 P. M. It is reached by all Fifth avenue cars, Forbes street, and Center avenue cars as specified in the paragraphs relating to Schenley Farms, Schenley Park, Carnegie Museum and Carnegie Library. The Cathedral Rectory is at 136 North Craig street, adjoining.

The Oakland M. E. Church at Forbes and Boquet streets is close to the Hotel Schenley and the Schenley Farms district; also the Bellefield Presbyterian Church at Fifth and Bellefield avenues. The First Baptist Church on Bellefield avenue; the Church of the Ascension (P. E.), a stone structure at Neville street and Ellsworth avenue. Farther out Fifth avenue at the corner of Negley avenue, is the Third Presbyterian Church of stone, one of the oldest and best known congregations of that denomination. At Center and Liberty avenues and Rebecca street is the fine stone edifice of Christ M. E. Church. The Emory M. E. Church is at North Highland avenue and Rippey street; Calvary P. E. Church, Shady avenue and Walnut street, and the East Liberty Presbyterian at South Highland and Penn avenues are imposing structures of stone. On North Highland avenue are several fine church buildings, notably the Sixth United Presbyterian and Bethany Lutheran. The Church of the Sacred Heart (R. C.) is

on Center avenue near South Highland. In the Shadyside district a fine little church is the First Unitarian at Ellsworth and Morewood avenues.



OAKLAND M. E. CHURCH
FORBES AND BOUQUET STREETS

It is not to be expected that of more than 400 churches in Pittsburgh and contiguous boroughs there can be mention of each. Enough have been named as examples of church architecture showing also beauty of finish and furnishment and for the purpose of attending church services.

Churches of Colored Worshipers—The principal houses of worship maintained by the large colored population of the City, are of the African Methodist Episcopal, African M. E. Zion, and Baptist denominations. The chief and most easily reached of these edifices, are the Bethel M. E. Church at Wylie avenue and Elm street, John Wesley M. E. Zion Church on Arthur street, Central Baptist Church, Wylie avenue and Kirkpatrick street, and the Ebenezer Baptist at Wylie avenue near Erin street; all reached by Routes Nos. 82 and 83.

SYNAGOGUES.

The Rodeph Shalom Congregation is at Fifth and Morewood avenues. The Rabbi is the Rev. J. Leonard Levy, D. D., B. A. (London); Sabbath services, every Saturday morning at 10:30; Sunday services, every Sunday, November till May, 10:30. The Rodeph Shalom congregation was founded by a few members of the Jewish faith residing in Pittsburgh in 1847. The seventieth anniversary of the founding of the congregation will be observed in 1917. The charter members, about fifteen persons, worshipped in rented halls for some years until 1861, when a small synagogue on Eighth street was erected. It was found necessary to enlarge the building. In 1901 a new structure was erected on the Eighth street site. That building, now the Second Presbyterian Church, was dedicated on September 6, 1901, by the present Rabbi. The congregation consisted of 106 members, 28 seat holders, and a Sabbath School of 68 children.

With the advent of Rabbi Levy the congregation began to grow, until today it is one of the largest in the City and one of the most important Jewish congregations in the entire country. There are now about 500 heads of families who are members of the congregation, 200 seatholders,



THE RODEPH SHALOM SYNAGOGUE, FIFTH AND MOREWOOD AVENUES

and as for the Sabbath School it has in its various departments, over 600 children. The present building on Fifth avenue near Morewood avenue is a fine example of modified Romanesque architecture, the interior especially being noteworthy for its graceful lines and simple treatment. Mr. Henry Hornbostel was the architect. The Temple was opened for worship on September 6, 1907, exactly six years after the dedication of the first Temple after Rabbi Levy's advent.

In 1911 Mr. Leon Falk presented an addition to the Temple known as the Fanny Edel Falk Memorial, a tribute to the memory of his departed wife. The addition contains a swimming pool, a gymnasium, a library, club rooms and all the features of a social center. It is maintained through the large-hearted generosity of Mr. Falk without cost to the congregation.

The religious tendencies of the congregation are liberal. It is known as a Reform Congregation and its services are mainly conducted in English. Each service includes a sermon in English. The addresses delivered during the Sunday morning services are printed for public and private circulation. The congregation on Sunday includes many persons of non-Jewish belief, since all who desire to attend are always welcome. The Sabbath and the Sunday services begin at 10:30 a. m.

The Temple is an institutional church. Activities of various kinds, social, educational, and otherwise are maintained every day in the week. The pulpit is free and every topic of general interest is discussed but always from the religious point of view. No collections are made in the Temple, the expenses of the congregation being fully met by voluntary subscriptions made by the membership. The charitable and philanthropic work of the Jewish community is conducted under the auspices of the Federation of Jewish Philanthropies. The Sisterhood of the Congregation supervises the social, and philanthropic activities of the Temple. The Men's Society and the "Seekers," an organization of unmarried men, pay special regard to the democratic organization of the Temple and to its special literary and intellectual development. The Junior Federation, composed of over 400 of the pupils of the Sabbath School, has been formed to develop the Social Service idea among the young. The Falk Memorial is designed to care for the physical development of the members. Thus the Rodeph Shalom Congregation is formed to aid the spiritual, moral, mental and physical life of its members. The Temple is reached by Fifth avenue Routes 73 and 76, to Morewood avenue.

The synagogue of the Tree of Life Congregation on Craft avenue near Forbes street, is also a fine structure and not far away from the Rodeph Shalom. In the Hill District there are a number of synagogues.

CHAPTER IX

Department Stores



THE JOSEPH HORNE CO'S STORES
PENN AVENUE BETWEEN FIFTH AVENUE AND STANWIX STREET

The Joseph Horne Company store on Penn avenue, extending from Fifth avenue to Stanwix street (old Fifth street), is one of the most popular and best patronized department stores in the City. It was established on Market street in 1849 by Joseph Horne, and is now conducted by the sons of the founder. As a department store it is devoted to fashion and merchandise of the high class. There is a mezzanine extending the entire width of the store, which is a popular meeting place for visitors, affording rest rooms, telephone booths, writing desks and stationery; there is also a station of the Pittsburgh Post Office on the first floor, for the convenience of the public. There

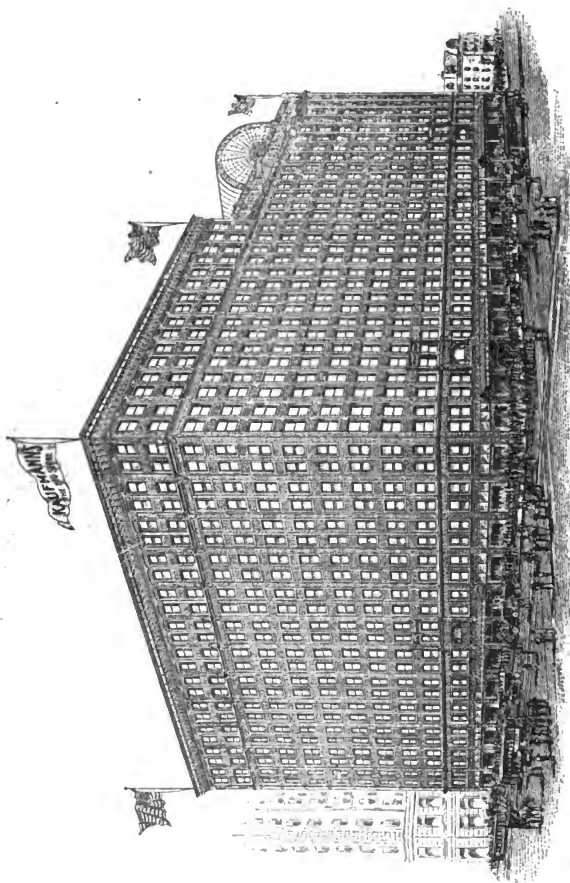
is a large restaurant on the sixth floor, and a tea room on the main floor; in the rear of the building, the entrance from Stanwix street, is a large lot belonging to the firm which is used for parking the autos of their patrons; there is a rest house for the chauffeurs at the corner of Stanwix street and Duquesne way with all conveniences for these men while their passengers are shopping in the main store. West End cars on all lines (Routes 23 to 35 inclusive), pass Hornes' store; the Penn avenue cars turning both ways at Fifth avenue, on Routes 72, 79, 91 and 92, and North Side cars passing the entrance on Penn avenue on Routes 8, 9, 13, 14, 15, 16, 18, 19 and 20. Routes 86, 88, and 89, turning from Penn avenue into Federal street (Sixth) are within one block.

Boggs & Buhl.—This is the only department store on the North Side, and has been conducted under the firm name of Boggs & Buhl for upwards of fifty years and is now conducted by the original firm. The building fronts on Federal street at Park way, extending to the North Side Diamond square. The management prides itself that the store



BOGGS & BUHL, FEDERAL STREET, PARK WAY, STOBO STREET

has been doing business on the principle that the good will and confidence of the people are the most priceless assets in business, and this principle is maintained by a large assortment of the best merchandise priced at the lowest consistent figures. Federal street cars, Routes 6, 7, 8, 9, 13, 14, 15, 16, 18, 19, and 21, pass the store, but the firm has in successful operation several large auto busses which are free to their patrons under the regulations of the firm. These can be taken at Liberty avenue and Federal street (Sixth).



KAUFMANN'S: "THE BIG STORE,"
SMITHFIELD STREET, FIFTH AVENUE AND DIAMOND STREET

Kaufmann's: The Big Store.—Ranking foremost among the principal department stores of America, this institution occupies a building twelve stories high and a block square at Smithfield street, Fifth avenue, Diamond street and Cherry way. This location is in the heart of Pittsburgh's shopping district and is a point conveniently reached from all railroad stations as well as by most urban and interurban electric cars.

Established in 1867 on the South Side of Pittsburgh, or Birmingham as it was then known, the business of this store grew to such proportions as to necessitate larger quarters, which were first erected on the present site in 1885. Since then its floor area has increased until this mammoth structure that juts so prominently into Pittsburgh's skyline is acknowledged the biggest and most efficiently equipped of its kind in Western Pennsylvania.

"The Big Store" affords employment to over 3,000 people; maintains its own training school and hospital; possesses an auditorium wherein frequent musicals, fashion shows and various other entertainments are held; while its fine dining salon on the eleventh floor, with its excellent cuisine and delightful music, is a favored spot, alike to residents of Pittsburgh and visitors.

Aside from those mentioned, many other noteworthy features combine to make this one of Pittsburgh's chief places of interest. The new building is thoroughly modern and up to date in equipment and from its convenient location and accessibility the store is visited by many thousands annually.

The Rosenbaum Stores.—The fine, new store of The Rosenbaum Company occupies the block on Federal street (old Sixth) between Liberty and Penn avenues. This company was for many years in the McClintock Building on Market street, and subsequently occupied all of that block to the corner of Fifth avenue and Market street. The company began business in 1868, and is today one of the great department stores of the country.

The tiled roof looks over the entire downtown section of Pittsburgh, and all the flat region on the North Side, and affords excellent views of the river and harbor. Fourteen passenger elevators and four freight elevators are in use; there are escalators to the seventh floor which are a never ending attraction to children. The general offices are on the eleventh floor. The basement will appeal to visitors, for in it is located the summer garden restaurant, where tired women shoppers can enjoy their lunches; there is a soda fountain in this restaurant 110 feet long, one of the largest and most complete in existence. The other floors are in use for the various departments of the company's business. There is a foreign department on the first floor which furnishes interpreters to those who cannot speak English. On this floor is also the mail order department; the adjustment offices, general superintendent's office, and the employment office. On the Penn avenue mezzanine

will be found the check rooms, a branch United States post office, local and long distance telephone booths, and the buyers' offices.

The sub-basement with the mechanical appliances and machinery, the ice making plant for the cold storage department, the vacuum pump, the electric conveyors, etc., will interest many. Visitors are invited to inspect the store from roof to basement. On application to the Superintendent's office, guides will be furnished. Special arrangements are made for the visits of pupils from schools and colleges.



THE ROSENBAUM STORE

FEDERAL (SIXTH) STREET, LIBERTY AND PENN AVENUES

Many car lines pass the Rosenbaum stores on Penn avenue, Federal street (Sixth) and Liberty avenue. These have been mentioned under the various route numbers, and may be generalized as all North Side cars crossing the Federal Street Bridge; Forbes, Shady and Penn and the Bloomfield cars each way; Butler street lines turning from Penn avenue along Federal street into Liberty avenue; and the lines that come down Sixth avenue from Fifth avenue and Forbes street, which make the loop from Sixth avenue into Fifth avenue, the Wylie and Center avenue lines Nos. 83 and 85, and the East Liberty Express on No. 86.

Campbell's.—This well known house founded in 1869, occupies all of the building at 327 Fifth avenue, formerly known as the Masonic Temple, erected in 1888. Upon the completion of the new temple in Bellefield, the Campbell Company purchased the building which they had occupied in part since its completion, having been tenants also on the first and second floors of the original Masonic Hall, which was destroyed by fire in August, 1887. The Campbell Company have remodeled the present building for department store purposes, and also put in a new and handsome front, connecting their former annex in the rear, extending to Oliver avenue. Campbell's is a popular and well conducted store, and in the heart of the retail downtown business section.

McCreery's.—This successful and enterprising store was opened in 1903, on the completion of the building of the Henry W. Oliver Estate which bears the store name. This is on Wood street extending from Oliver avenue to Sixth avenue. This store is affiliated with the famous McCreery & Company of New York, and should not be passed by in visiting Pittsburgh's department stores. It ranks among the best in the country. Its rooms and restaurant service are much patronized by women's organizations for meetings, luncheons, etc.



THE M'CREEERY STORE
WOOD STREET, SIXTH AND OLIVER AVENUES

Solomon's.—The department store of K. Solomon & Co. is on Smithfield street at Diamond street, occupying most of the Smithfield street front extending towards Fourth avenue. While not so large as some mentioned, visitors will find this store up to date and well stocked, and the management can boast of more than a score of years of successful conduct of the store as at present located.

The New Store.—One of the greatest department stores of the country, and because of its unique comforts and conveniences, of unusual interest to visitors, is the new Kaufmann & Baer Co. Store, at the northwest corner of Sixth avenue and Smithfield street. This new store was opened March 18, 1914, and is housed in one of the



KAUFMANN & BAER CO. : THE NEW STORE
SMITHFIELD STREET AT SIXTH AVENUE

finest store structures ever planned. The store is thirteen stories above and three stories below ground. A dignified simplicity throughout the entire structure stamps it as an architectural triumph—all the greater when it is considered that the structure was completely erected and equipped in the short space of eleven months. The store is in the heart of Pittsburgh's shopping district and is within easy distance of all railroad depots; and the many street cars passing either directly by or within a short distance afford unequalled facilities for reaching it from all parts of the City and outlying districts.

Among the many features uncommon to department stores, in which visitors will be particularly interested is the Electric Fountain, located in the center of the street floor. W. D. Wareham, the noted Rookwood color artist, and C. J. Barnhorn, Director of Sculpture of the Cincinnati Museum of Fine Art, collaborated in its design and construction. The roof of the building has been given over to recreational features for the benefit of its employes. Here are a comfortably furnished rest and music room; a well-equipped branch of the Carnegie Library; men's smoking and billiard room; a ball court; and large open spaces for games of various sorts. Visitors who desire to visit the roof will be furnished with guides by arrangement with the Store Superintendent. Guides will also be furnished visitors who desire to completely inspect the building.

An Auditorium on the eighth floor is a unique store feature; this is equipped with a complete stage and is given over to the use of the public for such purposes as have no direct selfish object. The Auditorium is equipped with a mammoth orchestral organ which can be diverted either into the Auditorium or the Dining Room adjoining. A Children's Playground on the eighth floor equipped with toboggans, merry-go-rounds, swings, etc., furnishes abundant amusement for youngsters while mothers are shopping.

The New Store is rich in its provisions for the comfort of customers. In a direct line with this is a Customers' Rest and Waiting Room on the third floor, comfortably furnished especially affording an ideal place to meet one's friends. Numerous telephone stations and lavatories are conveniently located on various floors. A parcel checking room is on the street floor and a branch of the United States Post Office will be found on the midfloor.

Among other unusual features are an Evening Room in the Silk Section; a "Louis XV" room for the display of women's evening garments, and a "College Room" in the Men's Clothing Store. Numerous elevators and escalators provide quick and safe transportation to various floors. A system of "instant delivery" to all Pittsburgh hotels and depots is of special interest to certain classes of shoppers.

Frank & Seder.—This is one of the later stores, and occupies most of the Howard Block on Smithfield street, between Fifth avenue and Diamond street, and the adjoining buildings on Fifth avenue, extending through to Diamond street.

CHAPTER X

Educational

Universities, Colleges, Academies, Schools

UNIVERSITY OF PITTSBURGH

A surpassing feature of the architectural adornment of the Schenley Farms tract is the University of Pittsburgh, and its large group of buildings. Many of these on high ground are quickly observed and attract immediate attention. The University offices are located in State Hall, at the corner of Grant boulevard and O'Hara street, immediately back of the Soldiers Memorial Building. The various buildings of the University will be reached by the same car lines as have been listed to go to the Soldiers Memorial on Forbes street, contiguous to Carnegie Library and Museum, and the Hotel Schenley.

The University was founded in 1787, and is the oldest institution of learning west of the mountains excepting the University of Nashville. In college circles the University of Pittsburgh is known as "Pitt." It was first known as the Pittsburgh Academy; in 1819 it became the Western University of Pennsylvania, but in 1892 its work was nearly that of a college; in 1908 its name was changed to the University of Pittsburgh. By the terms of its charter the University is non-sectarian.

The plan of the University is to provide for young men and women the best possible training for life by giving them the highest opportunities for cultural, economic, industrial and professional services. The University endeavors to adapt itself to the growing needs of the community in striving to serve by giving a direct, practical training for the various types of work which are to be done in this vast industrial district. The University consists of thirteen distinct schools, each with a definite relation to the institution as a whole. In addition there is the University Extension Department which takes the University educational opportunities out to the people who cannot come in for them. The distinct schools of the College are: School of Education; School of Economics; School of Engineering; School of Mines; School of Chemistry; Graduate School; School of Medicine; School of Law; School of Dentistry; School of Pharmacy; School of Astronomy, and the Mellon Institute of Industrial Research.

The College is the nucleus of the University, and personally connected with all the other schools. It provides a liberal course for one who wishes a general university training without specializing; it offers a definite preparation for entrance on the work of the professional

school, and combination courses with the University Schools of Medicine and Law; it gives a thorough training in the languages, and affords students the opportunity to specialize in Psychology, History, English, or Mathematics; in short the usual curricula of a college are followed. The work of the various sciences is of a very practical nature, and prepares the student to take up immediately, work in whatever line he may desire. This college curricula may be put under four heads:

- A. Languages, Literatures, Fine Arts, Music.
- B. Mathematics, Psychology.
- C. History, Economics, Political and Social Sciences.
- D. Natural Sciences.

All college courses are four years in length and lead to the degrees of Bachelor of Arts and Bachelor of Sciences.

The School of Education is for the training of men and women desirous of entering the profession of teachers in any grade, type of school, or department of learning; the course in this school is four years, and leads to the degree of Bachelor of Arts and Bachelor of Sciences. Students receive practical experience on teaching in the public, elementary, and high schools of the community. The one-year course is maintained for high school graduates preparing for county superintendent's examinations for professional certificates.

The School of Economics provides a definite preparation for business careers in any department of business. There is an evening department of this school known as the Evening School of Economics, Accounts and Finance, which affords instruction in the economical course to those whose employment during the day prevents attending the day classes. Engineering courses in this school are co-operative in Civil Engineering, Electrical, Sanitary, Chemical and Mechanical Railway Engineering. One year's practical training on full pay with University credit in some of the engineering industries of Pittsburgh is provided under the supervision of the University. The courses in this school lead to the degrees of Bachelor of Science in Engineering.

School of Mines.—In this school there are four year courses in Mining, Metallurgy, Geology and Petroleum Engineering; supervised practical training along the lines at which the student expects to work after graduation is provided.

School of Chemistry.—This was separated from the College in 1915, and is being built up to meet the demand for practically trained chemists. A four year course leads to the degree of Bachelor of Chemistry. The active co-operation of well trained scientists in the Mellon Institute, with the regular staff, makes it possible to offer many courses not ordinarily given. Facilities are supplied for all kinds of experimental work.

The Graduate School.—This is open to students who have received a Bachelor's degree from an approved institution. The courses of study in the various departments lead to the degrees of

Master of Arts, Master of Sciences, and Doctor of Philosophy. A minimum of one year's work is required for the Master's degree, and three year's for the Doctor's degree.

School of Medicine.—This offers a four-year course but in the entrance requirements are two years of recognized college work based on a four year course, or equivalent education. This school is affiliated with two general and five special hospitals, all available for teaching purposes. It controls the dispensary of the Eye and Ear Hospital. Each graduate of the school is assured of a hospital appointment in the Pittsburgh district if he cares to accept it. The School of Medicine ranks high in the work of the Council on Medical Education of the American Medical Association.

School of Law.—This has unusual advantage of location, history, and organization. The course covers three years and prepares directly for the examination for admission to the Bar of the Supreme Court of Pennsylvania. This school is in a large degree, a graduate institution. No pupils are now admitted who have not completed at least two years work in a reputable college. The sessions of the school are held on the thirteenth floor of the Frick Annex, at Diamond street and Cherry way.



DENTAL AND MEDICAL SCHOOLS, UNIVERSITY OF PITTSBURGH

School of Dentistry.—This offers a three-year course, leading to the degree of Doctor of Dental Surgery; the course includes the full

preparation required for the practice of dentistry in Pennsylvania and other states; the clinical features offer many facilities for professional and practice work. Beginning September, 1917, the course in dentistry will be four years.

School of Pharmacy.—This school gives a thorough preparation for the work of the pharmacist, requiring a two-year course which leads to the degree of a Graduate in Pharmacy, and prepares the student for the State examination which admits him to the practice of pharmacy; there is an optional three-year course also.

School of Astronomy.—This is a most important institution; in other words, it is the famous Allegheny Observatory, which is doing more to give a knowledge of astronomy to the people than any other institution. To this end there is maintained as one of its departments a Free Public Observatory which admits annually 4,000 people to the use of its telescope and stereopticon lectures. (See separate mention "Allegheny Observatory.")

The Mellon Institute of Industrial Research.—This is an outgrowth of the department which was inaugurated in the University by the late Professor Robert K. Duncan, in 1911, on the basis of a system



THE MELLON INSTITUTE

of Industrial Fellowships, which was initiated and developed by him. The Institute has been established only for the purpose of performing

a public service, and takes over from manufacturers of business standing and integrity important industrial problems that offer a reasonable chance of solution, under a definite form of agreement, alterable in its terms and conditions so as to correspond with the particular type of manufacturing concerned.

According to this practical system of co-operation between science and industry, an individual or a company having a problem requiring solution may become the donor of a Fellowship by contributing to the Institute a definite sum of money, for a period of not less than one year. This money is used to pay the salary of the man or men selected to carry out the investigation desired, and the Institute furnishes such facilities as are necessary for the conduct of the work; the results obtained belong exclusively to the donor of the Fellowship.

The new building of the Mellon Institute was especially designed to afford ample accommodation for a Graduate School of Specific Industries. This school accepts as students men who have specialized in chemistry, and have received their Bachelor's degree from universities of recognized standing. The instruction offered is such as to enable the student to become thoroughly familiar with some specific industry. Most of the work done is in the laboratories of the Institute under the immediate personal supervision of men with large experience in the particular industry concerned. Special courses on the more general phases of industrial and engineering chemistry are also offered.

University Extension Department.—This has been organized to carry educational opportunities to those who cannot attend the intramural work of the University. The work is carried on by courses of extramural lectures, issuing bulletins and circulars, loaning apparatus, motion picture films, and many other activities.

The School of Pharmacy is at present located at the corner of Pride and Bluff streets, reached by Forbes street cars on Routes Nos. 63, 64, 65, 66, 67, 68, 71, 72, 73, 79, and 81. It is within ten minutes walk of the Court House. The data regarding the requirements of admission, can be obtained by addressing the Registrar.

Student Activities.—These are such as are common to the community life of any large university, and include such organizations as a Students' Senate, the Y. M. C. A.; the Y. W. C. A.; an annual called the "Owl" is published by the Junior Classes; the "Pitt Weekly," edited and managed by students; "The Panther," a humorous monthly; various musical organizations, glee and mandolin clubs, etc. The Cap and Gown Club presents each year a production written by students, playing at one of the Pittsburgh theatres, and several large towns in the district. There are a score of other clubs, also a debating club. In the field of athletics the University is well equipped. The Trees Gymnasium and Athletic Field and the Track house, comprise a complete athletic plant. In addition, Forbes Field, nearby, is used for base ball and foot ball games and practice during the seasons. A five-lap cinder track enclosed, Trees Field and the indoor track is a

part of the gymnasium. There are 'Varsity teams in all forms of college athletics, including hockey. The young women of the University are represented in athletics by basket ball. The schedule of inter-collegiate foot ball contests is a strong one, including many of the leading colleges of the country; the same is true of the base ball schedule. In short all the features of college athletics are afforded students at the University.

There are nine undergraduate fraternities, and several in each of the professional schools. Each of the fraternities has a chapter house. There is also a military company. There is a University restaurant on the campus, also a University book store.

On the Schenley Farms tract, in close proximity, are many beautiful buildings, tending to enhance the appearance of the University as a whole. In addition there is close by the Carnegie Library and Museum, which are available for reference and study, and freely used by University students. There is a University library in the State House, supplemented by department and professional libraries, and there are several scientific collections. The Allegheny County Law Library is a collection of 40,000 books, and is in the Court House on Grant street, across from the Frick building, and is open to Law School students. The School of Medicine has in its library 150 current medical journals, and 3,500 bound volumes. A unique feature of the University is its Employment Bureau, which affords employment for approximately 400 students each year, whose earnings for the current year will amount to nearly \$25,000.00. The Health Department of the University gives medical advice to all students who apply, and in every way possible safeguards the health of the students; in fact complete medical attention and examination is provided. The total enrollment January 1, 1916, exclusive of the University Extension Courses, was 3,572; in the latter course, 500. The School of Economics enrolled 1,099; the lightest enrollment in any of the schools is 78, in the School of Mines. Last year the University ranked seventeenth in total of enrollment among the universities of the United States. There are no preparatory courses in the University, or commercial work of the type given in a business college. February 28th is Charter Day at the University, and annual services are held on this date in commemoration of the granting of the first charter in 1787; there are other annual features, both of an athletic and literary character. The University is reached by Forbes street and Fifth avenue car lines on Routes 63 to 80 inclusive from the downtown business section to the Grant boulevard and on Center avenue line on Route 82 to Alliquippa street, and from the East End district on Routes 71, 73, 75, 76, 91, 92 and by transfers to these Routes at transfer points.

Duquesne University.—Downtown Pittsburgh has a well equipped and well conducted and prosperous University. From its



DUQUESNE UNIVERSITY
BLUFF AND COLBERT STREETS

commanding position on the Bluff, looking down upon the lower part of the City and the Monongahela River and South Side, its large building of brick is an object that attracts attention and evokes inquiry. Duquesne University, originally known as the Holy Ghost College, was founded in September, 1878. It is located at Bluff and Colbert streets, within easy reach of all the railway depots and street car lines. The Law Department is at 323 Fourth avenue. Though practically in the heart of the City, it has an extensive campus, and every facility for outdoor and

indoor sports. Resident and day students are received. The faculty numbers 64 professors. There are 765 students in attendance. The courses comprise Law, Higher Accounting, Finances and Commerce, College, Scientific, Dramatic Arts, Painting, Instrumental and Vocal Music, Academic and Commercial High School. Special classes prepare students for preliminary law examinations. The charter of the University entitles it to confer the usual academic degrees, together with degrees in law, medicine, dentistry, and pharmacy. Rev. M. A. Hehir, D. D., is president, and the University is under the control of the Roman Catholic Church. The usual college athletics are given ample scope, and the usual college activities in sports are to be noted. The building is reached by a short walk from the Court House via Forbes street to Boyd street, and on Forbes street cars coming in Forbes on Routes 63 to 81 inclusive. If one is not averse to a long climb, and happens at the Second Avenue Bridge, he can go up the steps on Second avenue, near the bridge.

The Western Theological Seminary was founded by the General Assembly of the Presbyterian Church, U. S. A., in 1825, and the institution was opened in 1827 with an enrollment of four students and a faculty of two professors. Since its organization, 2268 students have been trained for the ministry of evangelical churches, and the foreign missionary alumni number 128.



WESTERN THEOLOGICAL SEMINARY
RIDGE AVENUE

The first building was erected in 1831 on what is now known as Monument Hill. This building was completely destroyed by fire on January 23, 1854. The second building, erected on Ridge avenue facing West Park in 1855, and known as "Seminary Hall," was partially destroyed by fire in 1887 and immediately repaired. In 1914 this building was demolished to be replaced by a large modern group, two wings of which were dedicated May 4, 1916. Architecturally the new buildings are English Collegiate Gothic, and structurally they are steel frame and fire proof. These two wings contain six class rooms, an office, a large Faculty and Director's room, a beautiful reading room 38 x 88 feet, a librarian's office, a seminary room for private study, and a stack room capable of holding 160,000 volumes. For its size, it is an equipment second to none in the country.

The first dormitory was erected in 1859 and was made possible by the generosity of Mrs. Hetty E. Beatty, and known as "Beatty Hall." This structure becoming inadequate by 1877, the Rev. C. C. Beatty

furnished funds for a new dormitory, which was known as "Memorial Hall", as Dr. Beatty wished to make the edifice commemorate the reunion of the Old and New School branches of the Presbyterian Church. The present dormitory was dedicated in 1912, was erected on the site of Memorial Hall and retains the historic name of the old hall. It is a re-inforced concrete, fire-proof building, with suites to

accommodate ninety students. It also contains a beautifully furnished social hall and a thoroughly equipped gymnasium, as well as a dining room.

Adjoining the new administration group are four residences for professors. Two are situated on the east and two on the west side of the Seminary building and all face the West Park.

The buildings are situated near the summit of Ridge avenue, North Side, and mainly on West Park, one of the most attractive portions of the City. Cars on Routes Nos. 18 and 19 pass within two squares of the Seminary buildings, and the stop nearest the Seminary is at Irwin avenue.

A complete modern theological curriculum is offered, with elective courses leading to the degree of B. D. The faculty consists of nine professors and three instructors. Average enrollment, 75.

The seminary of the United Presbyterian Church is at No. 616 North avenue, West, reached by Routes 6, 7, 10, 13, 14 and 15.

The Pennsylvania College for Women is situated in the midst of the best resident section of the City. The campus is a finely shaded tract of land embracing a hillside and its crest on which the buildings stand. It combines to a very unusual degree the advantages of the city and the country and is reached by the Hamilton avenue and Highland Park cars, Routes Nos. 73 and 76 on Fifth avenue from downtown districts to the Woodland road and has entrances on Murray-hill avenue. It was founded in 1869 to meet the need of an institution for higher learning for women maintained under distinctly Christian influences, although it is now undenominational. Its entrance requirements are those of the leading eastern cultural colleges for women. It offers all the usual college courses and in addition has unusual advantages in music and expression and a course in social service which aims to train young women for intelligent service in philanthropic and social lines in both paid positions and volunteer work. A recent addition to the college buildings is Woodland Hall, a modern residence house accommodating 50 college students, constructed after the most approved plans and making a delightful home under student government control. The preparatory department, Dilworth Hall, holds certificate rights to all colleges giving such privileges and has now representatives in fifteen leading colleges. The College in all its departments aims to maintain a high standard of academic work and to give opportunities for social training under refined Christian influences. Its student body is full of college spirit and maintains extra curriculum activities along many lines; musical, dramatic, literary, philanthropic and athletic. There are the usual students' activities peculiar to Women's Colleges. The College is open throughout the year and visitors are always welcome.

Shadyside Academy.—This Academy conducts two departments; the Senior school for college preparatory work with their buildings and athletic grounds at Morewood and Ellsworth avenues, and the Junior school for primary and elementary grades at 615 Clyde street in the same neighborhood. The Academy is for boys only, and was founded



SHADYSIDE ACADEMY
ELLSWORTH AND MOREWOOD AVENUES

in 1883. It has a faculty of fifteen teachers, and from 190 to 200 boys usually in attendance. It has prepared 586 youths for 42 colleges and technical schools, including all the larger universities in the United States, the Massachusetts Institute of Technology, and the Rensselaer School of Technology. Students activities include football, baseball, basket ball and track teams; mandolin and glee clubs, and the publication of a school paper known as "Knick-knacks." The Athletic Field adjoining the school consists of one and one-half acres. The location is convenient, being reached from downtown on car Route 75, and is about two minutes walk from Center avenue; cars on Routes 82 and 83; and about three minutes walk from Fifth avenue on Routes 73 and 76 to Morewood avenue.

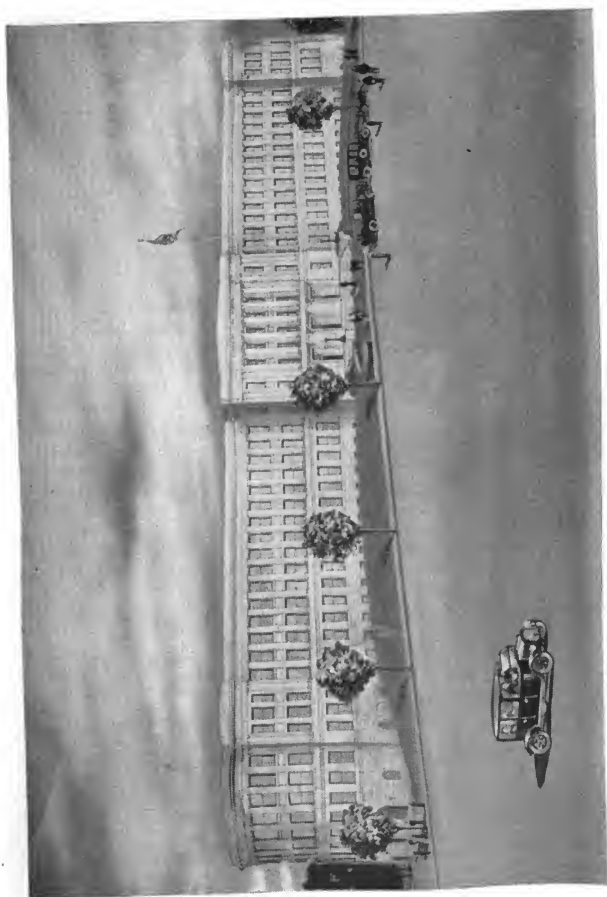
The East Liberty Academy, founded 1890, is located at the corner of Linden avenue and Meade street. Linden avenue is one square away from Point Breeze on Penn avenue. The Academy offers three courses, the Classical, the Latin Scientific and the General Scientific. The Classical Course is designed to prepare students for those colleges and universities where Greek is an entrance requirement for courses leading to the degree of Bachelor of Arts. The Latin Scientific is designed to fit students for courses leading to the degree of Bachelor of

Arts in colleges where Greek is not an entrance requirement, or for courses leading to the degree of Bachelor of Science. The General Scientific Course is a preparation for technical courses such as all branches of engineering, agriculture, forestry, etc. Students who complete a course of study in the Academy are admitted to all colleges and technical schools using the certificate plan without examination, and the work done in all departments of the school is of such a character as to fit students for the most exacting college entrance examinations. The average number of students enrolled at the Academy is one hundred and forty (140). The Academy is reached by a ten-minute walk from East Liberty and Homewood stations on the Pennsylvania Railroad, and directly by car Routes Nos. 75, and 76 via Penn avenue or Fifth avenue.

The Academy of Our Lady of Mercy founded in 1894 is beautifully located on Fifth avenue between Craft avenue and Halket street. Standing on an eminence near the heart of the City and facing the Monongahela River it enjoys the conveniences of its urban situation enhanced by a cooler, clearer atmosphere than the surrounding locality. It is under the management of the Sisters of Mercy and is accessible from all car lines. Aside from the regular Academic and Commerical Courses the Academy offers special Courses in Literature, and the æsthetic arts. Its Academic Course meets all requirements for College entrance admitting without examination. Its average enrollment is about 180. The Academy is reached by Fifth avenue cars Routes 63, 66, 68, 75, 76, 79, 80 and 81 to Craft avenue or Halket street.

The Pittsburgh Academy founded and conducted for many years by the late J. Warren Lytle, is now located at No. 531 Wood street, opposite McCreery's Co.'s Department store. This is one of the best known and popular of Pittsburgh's educational institutions and the largest located in the heart of the business section.

Public Schools.—The Pittsburgh school sytem was constituted a district of the first class under the enactment of the School Code of Pennsylvania April 18, 1911, which became operative in November of that year, and placed the entire management of all the public schools of the City in a Board of fifteen members who are appointed by the Judges of the Common Pleas Court, for a term of six years, and who are collectively and officially known as "The Board of Public Education." The secretary, who is not a member, is the board's general executive. The offices of the board and Superintendent of Schools are in the Fulton Building at Federal (old Sixth) street and Duquesne way; the Board Room and Administration offices are on the seventh floor. The secretary's office hours are from 8:30 A. M. to 5 P. M., and on Saturday to 1 P. M. The hours of the other officers conform to this, excepting the Superintendent of Schools, which are half-an-hour later through the week, and an hour earlier on Saturdays; the offices of the Superintendent of Building, Controller, and the Department of Directors, also have their offices here, the Superintendent of Buildings on the thirteenth floor.



NEW HIGH SCHOOL, SCHENLEY FARMS

In each municipal ward there is a "Board of Visitors" composed of seven members elected by the people for a term of four years. This Board has only an advisory function in matters pertaining to the operation of schools. There are 133 schools in the City, widely distributed; they include 120 elementary schools; one normal; two open air; eight high; and two industrial, or vocational. There are three high school buildings and three elementary schools under construction, and more contemplated. A small handbook is issued by the Board of Education giving full information regarding the schools, listing the teachers and all the officers of the system, locating the schools by streets, and the car route to reach each building; want of space forbids the insertion of this data, and the visitor interested in schools is referred to the Secretary of the Board for a copy of this handbook, and for further information. The downtown schools in use since the foundation of the school system have been abandoned, excepting the Grant School on Grant street near Seventh avenue; at Eighth street and Duquesne way is the North Industrial School. The movement of the population from the downtown district to the outer districts of the City, and the large increase in population in the congested districts, have necessitated the building of many new schools, which are distinctly modern and up to date architecturally and otherwise for school purposes. Illustrations of two new elementary school buildings, the James E. Rogers School on Colombo street, East End, and the Wm. H. McKelvy School on Bedford avenue, adjoining Central Park, on the "Hill," are presented; also a photo of the high school at Schenley Farms, Bellefield, which is almost completed.



WM. H. MCKELVY SCHOOL, BEDFORD AVENUE



JAMES E. ROGERS SCHOOL, COLUMBO STREET

Public Schools Outside of City.—Excepting the City of McKeesport and some boroughs, all the schools of Allegheny County outside of Pittsburgh, with over 2,000 teachers, are under the jurisdiction of the County Superintendent of Schools, whose offices are on the third floor of the Court House at Fifth avenue and Grant street, and to whom visitors interested are referred. The annual institute of the County teachers is held the last week in August in Carnegie Music Hall in the Carnegie Institute, Pittsburgh. Separate institutes are held in the City of McKeesport and in the large boroughs of Braddock, Homestead and Wilkinsburg under the auspices of the Superintendents of these districts.

Parochial Schools.—Pittsburgh's school population is materially increased when the attendance of upwards of 30,000 pupils in the parochial schools of the City is considered. These are mainly in connection with the various churches of the Roman Catholic denomination, but there are also some of the German Lutheran Church. Each Roman Catholic Church conducts a school. These must be located through the city directory by reference to the churches. Among the largest are the schools in connection with the Cathedral at Fifth avenue and Craig street, Bellefield; the Church of the Sacred Heart on Center avenue, East Liberty; and that of St. Mary's of the Mount, on Grandview avenue, Mt. Washington. These are easily reached via the trolleys of the sections mentioned (see under "Pittsburgh Districts Located and Defined."

CHAPTER XI

Hospitals

The Mercy Hospital is at Pride and Locust streets. This institution, the first of the kind in Western Pennsylvania, was opened temporarily in a building on Penn avenue, January 1, 1847. This building, known as "Concert Hall" had been used as an Academy, and was the residence of the Sisters of Mercy. It was on the site of what was afterwards known as the old "Horne Block." The Hospital existed on this site for sixteen months, and was transferred in 1848, to a building erected for that purpose on Stevenson street, its present location. This was three stories high, and capable of accommodating sixty patients. In 1882 the Mercy Hospital became a corporation. The first addition to the original building was begun in 1882. Since then the hospital has increased its capacity many times by the addition of several buildings and annexes, and still there is need of more room. The present capacity is three hundred and seventy-five beds. The hospital buildings occupy almost the entire square which is bounded by Stevenson, Pride, Locust and Vickroy streets. Besides there is a power house and Training School for Nurses, which is situated on the northeast corner of Pride and Locust streets, and connected by bridge with the main building. The Training School for Nurses has kept pace with the growth of the hospital, and at present time averages one hundred pupil nurses, which number is supplemented by an additional force of Graduate Nurses in charge of private patients. The Magee Pathological Institute, to which is subjoined the Pasteur Institute for the prevention of hydrophobia, is on Stevenson street. Its well-equipped laboratories are capable of handling all material sent to them for pathological and bacteriological examination. It has also a well equipped bio-chemical laboratory. A large free dispensary on Pride street, takes care of all out door patients. As to the character of cases seeking admission to the hospital, no exception is made but to those suffering from mental and contagious disease. These cases are more efficiently cared for in a separate institution. A new building will soon be erected on the southeast corner of Pride and Vickroy streets, the elevated position making the site a very desirable one. This will contain private rooms, wards, sun parlors, etc.; and also provide for a new chapel. The additional bed capacity will be two hundred and forty. The hospital is reached by Forbes street cars to Pride street and Fifth avenue lines to the same street. Routes 62 to 73 inclusive and No. 80 on Forbes, and Routes 72, 75, 76, 79 and 81 on Fifth avenue.



PASSAVANT HOSPITAL, REED AND MILLER STREETS

Passavant Hospital.—At Roberts and Reed streets, in the Hill district, in the heart of Pittsburgh's Ghetto, is the celebrated Passavant Hospital, one of several institutions bearing the name Passavant and under the care and auspices of the English Lutheran Church in the United States.

This hospital was founded by the Rev. W. A. Passavant, D. D., an eminent philanthropist of Pittsburgh. He placed it under the care of The Institution of Protestant Deaconesses, an organization for works of mercy, which he introduced into the United States and by which the hospital has been conducted since 1849. In the spring of 1848, Rev. Passavant rented a house in Allegheny, above the North Common, now Park, for use of the hospital, then called "The Pittsburgh Infirmary." In June, 1849, peculiar conditions brought about the removal of the "Infirmary" and its location in the buildings of a "Female Seminary," on Roberts street, upon the square opposite its present site. The first brick structure was occupied in July, 1849, when, from the Kaiserswerth Deaconess Institution in Germany, where Florence Nightingale, the heroine of the Crimean War and of Longfellow's "The Lady with the Lamp," received training as a nurse, four Sisters came to America and took charge of the infant hospital. A charter was granted the institution in 1850 by the Legislature of Pennsylvania. As therein set forth, the object of the hospital is: "In order that the suffering and sick might be cared for in a becoming and Christian manner, without distinction of creed, color or country."

The hospital site embraces nearly three acres; in the rear is a large green sward nicely shaded for use of convalescents; the outlook up the Monongahela and over the surrounding hills is wondrously beautiful; there is little annoyance from the noises of the busy city; the favoring breezes keep the buildings cool. The four buildings of the plant are the original three story brick, with the "Annex" erected in 1899; the Sister House and Nurses Home, built in 1904; Laboratory and Men's Dormitory and the heating plant, laundry and dormitory for domestics, all completed in 1909. Eighty-four beds, equally divided between the private rooms and the wards, is the hospital's capacity for in-door patients. The X-ray equipment is one of the best and most complete in the city. The laboratory is well prepared to take care of all needed pathological service. All accidents, and all diseases, except contagious and infectious, are admitted to the hospital. The hospital staff numbers seven surgeons; seven physicians; twelve specialists in diseases of the eye, ear, nose, throat, mouth, etc., and in pathology, radiography, broncoscopy, etc. Any reputable physician, on application to the Directing Sister, may place his private patients and attend them in the hospital. In 1915 the hospital cared for 1827 in-door patients and 1841 out-door. The nursing days were 27,885; of which 5,307 were "free," without charge.

The Passavant Hospital Training School for Nurses is chartered, and since 1900 has been in successful operation. The attendance is limited to thirty pupils. The course of study embraces three years of theoretical and practical training. Graduates receive a diploma and a nurses' pin of gold. Application should be made in person at the hospital or by letter addressed to The Passavant Hospital Training School, Roberts and Reed streets, Pittsburgh, Pa. Register of nurses

is kept at the hospital office; calls for service will be answered at any hour, day or night. Bell phone, 2215 Grant; P. & A. phone, 540 Main.

All cars on Center avenue pass Roberts street. These are Routes Nos. 82 and 83. To reach the hospital, get off at Roberts street; the hospital buildings are a block south, easily seen from Center avenue.

The Western Pennsylvania Hospital of Pittsburgh, was founded in 1848 and incorporated by act of Legislature. Under the powers conferred by this act, two institutions were eventually developed—the General Medical and Surgical Departments of the hospital, first located on the hillside at the head of Twenty-eighth street, and the hospital for the Insane at Dixmont, on the Ohio River, nine miles below the City.



WESTERN PENNSYLVANIA HOSPITAL
FRIENDSHIP AVENUE

In 1854 the demand incidental to the care of insane patients had become so great that the Legislature was petitioned to contribute to the maintenance of these unfortunates. This was granted by modifying the charter in such a way that a district of twenty-one counties was created, whose insane could be legally committed to the hospital.

This continued until 1862 when the insane were transferred to the insane department, which had been erected at Dixmont. These practically separate hospitals remained under one general Board of Managers with distinct executive committees until 1907 when both institutions were granted new charters, under the names of "The Western Pennsylvania Hospital" and "The Dixmont Hospital for the Insane."

The question of rebuilding became urgent in 1904, as the buildings at Twenty-eighth street were old, expensive to keep up, and a source of constant complaint by patients and their friends, on account of the remoteness from the street cars and the fatiguing hill to be climbed, to say nothing of being no longer adapted to modern scientific medical practice. After mature deliberation a new site was decided upon. In 1906 a plot of three and one-half acres was purchased, facing Friendship Park, ideally situated and accessible to street cars, yet far enough away to eliminate the noise of their operation. Upon this ground has been erected the structure that in every way conforms to the needs of a modern hospital, both as regards sanitary arrangements and scientific equipment. The cornerstone was laid with impressive ceremonies November 3, 1909. The building as a whole was completed in December, 1911, and occupied a few months later. The building is fireproof throughout and has a modern ventilating system that gives an abundance of fresh air, free from the soot that is sometimes prevalent in Pittsburgh. The wings are arranged in stellate form, admitting a maximum amount of light and air. Each wing is composed of four wards, each an entity, so that in whole or in part, isolation is possible without interfering with the efficiency of the floor above, or below, or the rest of the hospital.

This hospital opens its doors to those of every creed, color or condition in life who need its help. It is now enlarged and developed beyond anything of which its founders dreamed, when they invited the citizens of Pittsburgh to join them in "forming one general hospital which shall be worthy of our City and vicinity and of the age in which we live."

The new hospital is beautifully located on Friendship Park, between Millvale avenue and Mathilda street, East End. It has a normal capacity of four hundred and fifty patients, but by utilizing the spaces in the central corridors, which would be done in case of necessity, six hundred patients can be cared for. About 8,500 in-patients are treated annually, and it is seldom there are less than four hundred and twenty-five patients in the building. The Board of Directors is composed of men prominent in the business life of the City. It has an efficient medical and surgical staff of thirty-five physicians. The hospital is reached by Bloomfield cars, Routes 72 via Forbes street, and 92 via Penn avenue. Cars stop at the hospital.

The Training School for Nurses connected with the Western Pennsylvania Hospital was organized in 1892 with a two year's course

of training. Previous to that time the care of the sick had been done in an indifferent manner by men and women who were willing to be employed for that purpose. The first graduating class (1894) consisted of eleven nurses. In 1897 the school was composed of thirty-five nurses, male and female, working side by side and attending the same classes. In 1898 the school was reorganized upon a basis of three years instruction bringing it up to the plane of the best training schools in the country. The male nurses were eliminated and none but females admitted to the training school, experience having clearly proven that the female is the natural nurse. The training school at the present time has one hundred fifty members. In order to be eligible to membership a woman must be at least twenty-one years of age; have had a high school education and be perfectly sound physically.

Homeopathic Hospital.—On Center avenue, near Aiken avenue, in the East End, is the fourth hospital established in Pittsburgh, and called the Homeopathic Hospital from the fact that it is the only one conducted under the auspices of physicians of that school of medicine.

The first building was an old mansion on Second avenue above Smithfield street, the lot running through to First avenue. This was in 1865. In the next year a charter was granted by the Legislature of Pennsylvania and a board of trustees organized, and on August 1, 1866, the building was opened for patients. This first building had a capacity of thirty-eight beds and was occupied as a hospital for sixteen years, when it was razed and a larger building erected. The adjoining lot was purchased and a new building erected on it, which was opened for patients in April, 1884. Another annex became necessary and additional property was purchased and built upon extending the Second avenue frontage to Cherry way. These buildings were occupied by the hospital for twenty-six years. Located in the crowded part of the city, hemmed in on all sides by business edifices and tall buildings where fresh air and sunshine were hard to get, the demand for another location became so pronounced that it was determined to obtain a location in the East End. The ground now occupied by the Center avenue building was selected and the present building on the site opened for patients March 1, 1910. The Second avenue buildings were conducted as a downtown hospital until August 1, 1915, when their use as a hospital was discontinued. A free dispensary feature is still conducted there. This dispensary is for eye, ear, nose and throat treatments.

The Pittsburgh Training School for Nurses in connection with this hospital was organized in 1885. It was the first training school in Pittsburgh. Upwards of 350 nurses have been graduated from it. There is a Nurses' Home in connection with the Center avenue building and a dispensary for all kinds of cases.

The Homeopathic Hospital is progressive and modern. It is one of the popular institutions of its kind in the City. It is reached by Center avenue cars from downtown on Routes 71, 72 and 82, and

from the East End district on Routes Nos. 71 and 82, and Fifth avenue and Forbes street cars at the transfer points to these Routes. The visiting hours in the general ward are Tuesdays and Fridays, and in the private wards and rooms from 10 a. m. to 9 p. m. every day.

St. Francis Hospital.—This large and well known institution was founded by the Sisters of St. Francis in Buffalo, N. Y., a contingent of which arrived in Pittsburgh in 1885 for the purpose of establishing a much needed hospital in the Lawrenceville district. At first a small frame dwelling was occupied, but it was soon inadequate for the purpose, so that on May 22, 1866, a plot of ground containing six and one-half acres was acquired on what is now Forty-fourth street, where the hospital was established, and has steadily grown in all directions. The institution was chartered in 1868, and the first large building was dedicated September 26, 1871; there are now eight large buildings and other smaller necessary buildings; the hospital building No. 8 has four wings, all of late addition, and are called "Wings A, B, C. and D." facing Forty-fifth street. There is a dispensary in connection with the hospital, where medical and surgical aid is offered to all worthy persons otherwise unable to obtain this attention. There is a training school for nurses in connection with the hospital, affording a three year course; the first graduates forming the class of 1904. There are special departments in the hospital for the treatment of inebriates and those addicted to the drug habit; there is also a childrens' department and a pathological library. This is one of the largest and best equipped hospitals of its kind in the country, and is situated in that district of the city where some of the largest manufacturing plants are located. It is thoroughly equipped in all departments, has a large surgical and medical staff, and is well conducted and popular. It is reached, by Frankstown avenue cars on Route 88, Penn avenue cars of Route 92 to Forty-fourth street, and Butler street cars on Routes 93, 94 and 95 to Forty-fourth street.

The Pittsburgh Hospital for Children is on Forbes street at McDevitt Place, Oakland. It was incorporated March 18, 1887, and the building opened in 1890. The institution is free. This is distinctively a special hospital largely orthopedic in character. Recently additional buildings have been erected including a contagious ward. The hospital is maintained by contributions from the public, largely from persons of ample means, and by State appropriations. Visiting hours are Saturday only 1 to 3 P. M. in wards. Private rooms 9 A. M. to 9 P. M. daily. The hospital is reached by Fifth avenue cars to Craft avenue, and Forbes street cars to Ophelia street, same routes as go to Schenley Park, 63 to 68 inclusive, 72, 73, etc.

South Side Hospital.—This Hospital is located at South Twentieth and Mary streets, the latter street three blocks south of Carson street going toward the Hill. This Hospital was incorporated October 26, 1889, is located in the midst of the South Side mill district, close to various large establishments and two lines of railroads. The hospital staff and assistants number 38; there is a head nurse and 55

assistant nurses; there are twelve wards, two private floors and 250 beds. There are five buildings, viz: Administration building; the Hospital building; Nurses' home; power plant, and the laboratory. There is a full suite of operating rooms, and a department of hydrotherapy; an out-patient department, and a Social Service worker in connection with the Associated Charities of the City, and other charitable organizations. This is a special feature; there is a separate staff for this work, numbering sixteen physicians, some of whom are also on the regular hospital staff. There is a motor ambulance service in connection with the hospital. One of the most beautiful of the many hospital buildings in the City is the Oliver Annex to the South Side Hospital at South Twentieth street, between Mary and Jane streets. This building was erected through the generosity of Mrs. Amelia N. S. Oliver, and her children, Mrs. Amelia Neville Crittenden, Mrs. Frances Oliver Johnson, Mrs. Edith Oliver Dusmet, and Mr. D. Leet Oliver, and was erected and equipped as a memorial to the late James Brown Oliver. The South Side Hospital is reached by Carson street cars on Routes 50, 51 and 52 to South Twentieth street and Carson; Route 53 will land visitors at South Eighteenth street, two short blocks west.

The Eye and Ear Hospital is located at 1945-1951 Fifth avenue, corner of Jumonville street. It is under the auspices of a Board of Women Managers and had its inception at a meeting held May 20, 1895, at the home of Miss Sarah H. Kilikelly, a noted Pittsburgh author, now deceased. A charter was secured June 22, 1895, and the hospital opened at 945 Penn avenue, removing to its present building, built for the purpose, in 1905. The first board of managers consisted of thirteen women and two physicians, eye specialists, for the medical and surgical treatment of all diseases of the eye, ear, nose and throat.

The hospital provides for three classes of patients. First. For the poor who need treatment but not of a character requiring detention in the hospital. For those the dispensary is open every afternoon. Second. For the poor who require detention in the hospital, free beds in the wards are provided in case of absolute need, otherwise a nominal charge is made. Third. For these able to pay, private rooms are furnished, the money so received helping to maintain the free beds.

Patients are received into the Eye and Ear Hospital without distinction. Emergency cases will be admitted at any hour. Chronic sufferers will be treated for a limited time. Private rooms should be engaged in advance. Private patients may be visited daily from 9 A. M. to 9 P. M. Ward patients may be visited Tuesdays and Thursdays from 2 to 4 and 7 to 8 P. M. Sundays, visitors are allowed from 2 to 4 P. M. to all patients. Visitors must give no eatables, liquors or tobacco to patients without permission from the nurse in charge.

Hospital charges here are moderate and the superintendent after hearing the statements of a patient, is given by the Board of Managers, authority to fit the scale of prices to the ability of the

patient to pay. Cards stating prices may be had at the office and in the dispensary.

The dispensary has one lecture room for students, two eye rooms, one ear room, one nose room. Men's ward contains thirteen beds. Women's ward, three beds. Children's ward, eight beds. Isolation ward, four beds. Three beds in semi-private ward. Twelve private rooms. Three operating rooms and a dressing room for treatment cases. The dispensary is open every afternoon at 2 o'clock.

The hospital is reached by Fifth avenue cars on Routes Nos. 63, 66, 68, 72, 76, 79, 80 and 81, and stop in Fifth avenue directly in front of hospital. Forbes street lines to the Elizabeth Steel Magee Hospital stop at Jumonville street.

The Allegheny General Hospital.—Situated on East Stockton avenue and Weiser street, was established in 1880 with a capacity of about 100 beds. It was supported largely by the charity of influential and wealthy citizens of the former City of Allegheny and of the County, and grew in size and importance until 1904, when the present building with a capacity of 450 beds was completed. The hospital is general in character, accepts patients suffering from all kinds of diseases except contagious diseases. Sixty per cent. of the work that it does is charity work. It has always maintained a large field of usefulness in the charity work of the City and County. Connected with the hospital is a Training School for Nurses, which has a present enrollment of 137. There is a surgical and medical staff of twenty prominent physicians and surgeons of the City. The hospital is reached by North Side cars to Stockton avenue, on Routes Nos. 3 to 11 inclusive, and 13 to 19 inclusive. Visiting hours for the wards are on Wednesday and Friday 2 to 4 P. M., and on Friday 7:30 to 8:30 P. M. Private rooms and wards daily from 9 A. M. to 9 P. M.

The Pittsburgh Hospital.—In 1896 the Pittsburgh Hospital made an humble beginning in a small dwelling on Stanton avenue with beds for only ten patients. Four months later the hospital was removed to Collins avenue, where sixteen beds were placed at the disposal of the sick and suffering. These quarters again becoming inadequate, the Finley homestead was purchased. This property, consisting of an old home and six acres of ground facing on the Beechwood boulevard, now the Washington boulevard, and Frankstown avenue, was quickly adapted for use. A large and up-to-date hospital was projected, and in December, 1905, was completed and occupied, the old building being remodeled to serve as a Nurses' Home. The new building is a magnificent structure of yellow brick. It is five stories high and has a frontage on the boulevard. At the south end are broad verandas opening off each floor. These porches look down upon wide, shady lawns and the clear sparkling waters of a willow-wreathed lake, affording a pleasant view to convalescent patients.

In keeping with the exterior are the beauty and perfection of the interior. Broad, marble-tiled corridors lead into neatly furnished apartments, all of which receive abundant light and air. There are

beds for one hundred patients. Steam heat is used; and the electric appliances, of every sort, are of the most improved kinds. Dressing-rooms and diet-kitchens form an interesting feature of every floor.

Keeping pace with progress in the demands made by modern surgery, neither pains nor money has been spared in providing perfectly equipped operating rooms. There are three of these: a large amphitheatre adapted to the needs of modern surgery, and two smaller rooms for emergency and septic cases. These are widely situated from one another; are perfectly heated, and lighted by side and skylights. The floors and walls are of marble and cemented white tile; and the ceilings of white enamel. Connected with the Surgical Department, and forming a part of it, are the sterilizing, instrument and supply rooms, together with the physicians' scrub rooms and dressing rooms. A large, well-equipped pharmacy, presided over by a registered pharmacist, supplies the general demand for medicines, while a small emergency drug-room on each floor is at the ready service of physicians and nurses. A modern and complete Roentgen Ray apparatus is a valuable part of the hospital equipment and is at the service of the medical profession in general. Somewhat apart from the main building is a smaller one, devoted to pathological and bacteriological research.

The Pittsburgh Hospital, conducted under the auspices of the Sisters of Charity, is purely charitable in its aim and scope, admitting within its doors the sick and injured without regard to race or creed, excepting only such as suffer from contagious disease. Reasonable fees are required from the wealthier classes of patients.

The hospital is reached by Hamilton avenue cars, Route 76, to the Washington boulevard.

The Presbyterian Hospital is at Montgomery and Sherman avenues, North Side, and dates from May 4, 1895. The Presbyterian Hospital School of Nursing, established the same year, offers a course of instruction to women desiring to enter the nursing profession. The nurse's home building, recently constructed, is well equipped and modern in all its appointments. It contains single sleeping rooms, diet kitchen equipped for teaching, lecture demonstrations and reception rooms., with a sleeping pavilion on the roof for those desiring to sleep in the open. The Presbyterian hospital affords exceptional advantages for the education of nurses. The new building of six stories embraces the most modern and improved features of hospital construction. It contains 200 beds for the sick. Its service is varied, having medical, surgical, obstetrical and children's wards, in addition to special work in the dispensary. Instruction in preparation of foods with their application to the needs of the sick, is given in the diet kitchen, equipped for teaching. Candidates are admitted by application personally or by letter to the superintendent of the training school, and on her recommendation. The hospital is reached by North Side cars on Routes Nos. 6, 7, 13, 14, 15 and 16 via North avenue to Sherman avenue and Routes Nos. 18 and 19 via Ohio street to

Sherman avenue. Visiting hours in the wards are on Tuesday and Thursday from 2 to 3 and 7 to 8 P. M. Sunday 2 to 3 only. In private rooms and wards daily from 10 A. M. to 9. P. M.

The Saint Margaret Memorial Hospital is at Forty-sixth and Davison streets, Lawrenceville. It is under the care of the Protestant Episcopal Church of the Diocese of Pittsburgh, and is a general hospital of 100 beds for ward and private patients. Visiting hours for ward patients, Sunday, Tuesday and Friday 2 to 4 P. M.; Wednesday 7 to 8 P. M. Private patients 9 A. M. to 9 P. M. Saint Margaret Memorial Hospital is founded upon the will of John H. Shoenberger, Esq., who died in the city of New York in the month of November, 1889, and in his will provided for the formation of a corporation for the erection and



SAINT MARGARET MEMORIAL HOSPITAL
FORTY-SIXTH AND DAVISON STREETS, LAWRENCEVILLE

maintenance of a "Protestant Episcopal Church Hospital" in memory of his wife, Margaret Cust Shoenberger, to be known as Saint Margaret Memorial Hospital. The site was a part of the summer residence of Mr. Shoenberger and of her in whose memory the hospital was created. It is reached via Butler street cars on Routes 93, 94, 95 and 96 to Forty-sixth street.

St. John's General Hospital is on McClure avenue in the Woods Run district of the North Side. It dates back to March, 1896, and its necessity arose from the number of accident cases occurring in the great manufacturing plants in that district. The hospital was founded by Protestant Deaconesses from the Mary J. Drexel Home in Philadelphia. The hospital is now conducted by the Sisters of Divine Providence, a Sisterhood of the Roman Catholic Church, whose convent is on Lincoln avenue in the East End. Visiting hours in the ward are Sundays, Tuesdays and Thursdays from 2 to 3 P. M. and Wednesdays and Fridays from 7 to 8 P. M. This is a general hospital with special care and attention given to acute medical and surgical cases. There are 125 beds available. The hospital is reached by Woods Run cars on Route No. 18.

The Columbia Hospital is at Penn and West streets, Wilkinsburg. It is accessible by the main line of the Pennsylvania Railroad, and local trains to Wilkinsburg station, and by trolley Route No. 75 at the corner of the property. The hospital capacity is 177 beds. It is general in character, and receives all classes of cases except contagious diseases. The institution is conducted under the auspices of the United Presbyterian Women's Association of North America.

Montefiore Hospital.—This hospital is maintained by the Montefiore Hospital Association of Western Pennsylvania, and is located at Center and Herron avenues. It has a capacity of sixty-five beds and was opened June, 1908. All cases are admitted excepting contagious, tuberculosis and chronic. There is a training school in connection for nurses; twenty-two nurses are in training, three years course, at which time they are graduated as Trained Nurses. The staff includes fifteen prominent physicians of the city. This hospital is the only one in the city that is maintained by an association composed of Hebrews, and the physicians in attendance are also of the Jewish faith. The hospital building was formerly the Jacob Ewart mansion and was a fine specimen of Colonial architecture in the early years of the City, which was remodeled and added to for the purposes of the hospital. It is reached by Center avenue cars via Routes Nos. 82 and 83 from downtown, and on the former from the East End district. Visiting hours are from 2 to 4 P. M. on Tuesdays and Fridays in the wards; and in private rooms from 10 A. M. to 9 P. M. daily.

Tuberculosis Hospital.—The City has recently opened this hospital in buildings especially erected for the purposes. It is on what is known as the Leech Farm, on the hill above the railroad, known as the "Brilliant Cut-off," on the tracks of the Buffalo and Allegheny division of the Pennsylvania Railroad. The hospital is reached by trolley lines, Routes 88 and 89, to Frankstown avenue and the Washington boulevard and Route 76 to Hamilton avenue and that boulevard. Everything in connection with the treatment and care of this class of patients is modern and scientific along the lines of the latest methods and discoveries. Visiting hours are Wednesday and Sunday, from 2 to 4 p. m.

St. Joseph's Hospital, at No. 2117 Carson street, South Side, is in the heart of a great mill district and was formally opened September 20, 1904. The first building was a large homestead on the present site. The present structure was begun in 1908, and formally opened to visitors February 2, 1911. It is a modern, fire-proof, five story brick and granite structure, with a roof garden, and a basement partly overground. The latter contains the heating plant, laundry, store rooms, and sleeping rooms for the male help.

On the first floor are the offices and reception rooms, pharmacy, dispensary, laboratory, emergency operating room, physicians' consulting rooms, isolated rooms for contagious diseases which may develop in the hospital, and X-Ray room.

The second, third and fourth floors are apportioned into guest rooms (with private bath), private rooms, semi-private rooms and wards, each floor being equipped with sun parlors, recovery rooms, diet kitchens, bath rooms, linen closets, nurses' rooms and public toilets.

On the fifth floor are the kitchen and dining rooms. The three operating rooms are well equipped with all the usual and necessary appliances, and each is a model of its kind.

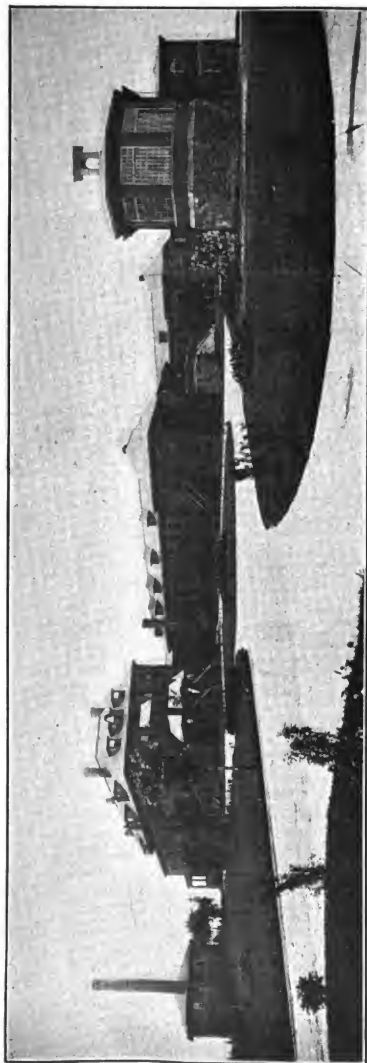
The interior of the hospital is finished throughout in dark English oak, and the walls are delicately and tastefully tinted. An iron stairway and two elevators provide a means of easy access to all parts of the building, and every modern convenience, such as steam heat, electric light, etc., insure all possible comfort to the inmates.

The hospital is under the control of the Sisters of St. Joseph. There is a training school for nurses in connection under the same control with a Sister presiding in each department. Visiting hours in the wards and semi-wards is permitted daily, except Saturday, from 2 to 4 P. M. and from 7 to 8 P. M.; and in private and semi-private rooms daily from 10 to 11:30 A. M., 2 to 5 P. M., and from 7 to 9 P. M.

The hospital is reached by Carson street cars on Routes 50, 51 and 52, the latter via the Second avenue bridge, is the shorter route.

Suburban Hospitals.—These are Braddock General Hospital at Braddock; the Ohio Valley at McKees Rocks; the Sewickley Valley Hospital and the Suburban General Hospital at Bellevue. McKeesport Hospital is in that city.

Municipal Hospital.—The City under the direction of the Bureau of Infectious Diseases of the Department of Public Health maintains a municipal hospital for infectious diseases on Bedford avenue and Francis street. The building was erected in 1904, and will accommodate 175 patients, with wards isolated for scarlet fever, diphtheria, measles, chicken pox and erysipelas, with cottages removed from main building for small pox. Motor ambulance service, as well as the hospital treatment, are free to all residents of Pittsburgh. The hospital is open at all times to all physicians who wish to visit their patients, and to the clergy. Graduate nurses are employed. Reached by Bedford avenue cars, Route 85 to Francis street.



MUNICIPAL HOSPITAL, BEDFORD AVENUE AND FRANCIS STREET

The Elizabeth Steel Magee Hospital is located at Forbes and Halket streets, and is a modern hospital for women founded and endowed by the late Christopher Lyman Magee, of Pittsburgh, who left practically his entire estate of \$3,500,000 for the building, equipment and endowment of a hospital to be erected in memory of his



THE ELIZABETH STEEL MAGEE HOSPITAL
FORBES AND HALKET STREETS

mother. His homestead, consisting of a large frame dwelling, surrounded by ten acres of beautiful landscape gardens, and located in the Oakland residence section, was left as the site of the hospital. The Magee residence was altered and equipped as a temporary hospital, and was opened January 19, 1911, for the reception of patients. Ground was broken for the new building on January 12, 1914, and after completion was thrown open to the public for inspection October 27, 1915, and was occupied November 3, 1915. It is a teaching institution and cares for both obstetric and gynecologic cases and is modeled after the well-known "Frauenkliniks" of Germany. There is a training school in connection with the hospital which offers a three months course in Obstetrics to Graduate Nurses, and to pupil nurses of a recognized training school, connected with a general hospital. The hospital adjoins the Forbes street barns of the Pittsburgh Railways Company and is reached by all Forbes street cars, Routes Nos. 64, 65, 66, 67, 71, 72 and 73 to Halket street.

CHAPTER XII

Newspapers

Most of all the visiting stranger misses his favorite daily, especially the morning paper. He will therefore turn to some one of the papers of the City, perhaps several, and examine them with critical care, comparing feature by feature with those of his customary and favorite home paper. Pittsburgh newspapers will stand the test. They embody all that is up-to-date and enterprising in modern newspaperdom. Moreover they have lasted, one for 130 years, the others for varying periods from 30 to 70 years. There are eleven dailies. The morning papers are the *Gazette Times*, *Post* and *Dispatch* and the "*Volksblatt-Freiheits Freund*," the one German. The afternoon papers are the *Chronicle Telegraph*, *Leader*, *Press* and *Sun*. The *Pittsburgh Live Stock Journal* is issued daily at the Stock Yards, and there are two dailies in foreign languages: *The Magyar Hirado* (Hungarian), and the *Narodny Deinink* (Slovak). The *Gazette Times*, *Dispatch*, *Post*, *Press*, *Leader* and *Volksblatt-Freiheits Freund* issue Sunday editions. The *Leader* was the pioneer Sunday paper having been published as a Sunday weekly before it became both a daily and a Sunday paper.

In all, 180 publications are registered as second class mail matter at the Pittsburgh post office ranging from dailies to quarterlies. Many of these are trades journals pertaining to the varied industries of the Pittsburgh district. It is not feasible to go into details of these or even list them.

The Pittsburgh Gazette Times was established in 1786 by John Scull. It is the second oldest newspaper of continuous publication in the United States. At the time of the establishment of the *Pittsburgh Gazette* there were in Pittsburgh, according to the best accounts, 36 log houses, one stone and one frame house. The first home of the *Gazette* was a little log house on the Monongahela, at the corner of Chancery lane and Water street. The paper was published as the *Pittsburgh Gazette* until 1877, when a controlling interest was bought in the *Commercial*, which had been started in 1864. These two papers were published as one under the name of *The Commercial Gazette*. In 1900 *The Commercial Gazette* was purchased by George T. Oliver, the present owner. In 1901 when the Sunday issue was established in keeping with modern demand for an uninterrupted receipt of news of the hour, the original name of the paper, the *Pittsburgh Gazette*, was restored and retained until 1906, when the *Pittsburgh Times* was purchased and merged with *The Gazette* under the present style—*The Gazette Times*.



GAZETTE TIMES AND CHRONICLE TELEGRAPH BUILDING

The Pittsburgh Chronicle Telegraph dates from 1841. In that year was started the Iron City and Pittsburgh Weekly Chronicle, which was later published as a daily newspaper under the name of The Chronicle.

In 1871 *The Telegraph* was first published, and in 1885 *The Chronicle* and *The Telegraph* were merged into one newspaper and named *The Chronicle Telegraph*. In 1900 George T. Oliver purchased *The Chronicle Telegraph* which has since been published under his ownership.

The publication building of *The Gazette Times* and *The Chronicle Telegraph* is located on *Pentland street* facing *Gazette square*, which was so named in honor of the pioneer of Pittsburgh newspapers. The building occupies an entire block, with streets on all four sides. It is eight stories in height and was completed in February, 1915. It is admirably adapted for the purpose for which it was erected—the publication of daily newspapers—and has the reputation of being in many respects the best equipped and most up to date newspaper plant in the United States. The entire eighth floor of the building is used as a composing room, which, in addition to the light coming from all four sides, is illuminated by roof sky-lights, and contains a battery of thirty of the latest model linotype machines. On the seventh floor is situated the stereotyping department. This is equipped with all the latest mechanical devices, most of which are in duplicate to guard against any possibility of tie-up by accident. The actual stereotyping is done by two double junior auto plate machines, one of the many mechanical marvels which are used in the production of the daily newspaper. On the sixth floor of the building is located the art and photo engraving departments, which include a photograph gallery, dark rooms, etching rooms and all the other equipment necessary to provide illustrations of all kinds within the shortest possible time. The fifth floor is devoted to the news and editorial departments. The fourth floor is not at present used by the newspapers, having been built to provide for future needs. The business departments include the executive, accounting, advertising and circulation. They are housed in the third floor of the building. The second floor is used for the storage of white paper, of which the newspapers use approximately 1,000 tons every month.

On the ground floor in the front of the building is the entrance lobby containing in addition to the passenger elevator, the private telephone exchange and a branch of the business office. In the rear of the same floor are placed the huge presses which turn out the completed newspapers. Of these presses there are four—two octuple and two quadruple. Each octuple press has a capacity sufficient to print 72,000 sixteen page newspapers per hour. Connected with the press department by automatic carriers in the mailing and shipping room, underneath which is the stand for the delivery trucks and wagons.

In addition to the publication building, *The Gazette Times* and *Chronicle Telegraph* maintain a downtown office at 328 Fifth avenue, between *Wood* and *Smithfield streets*, for the receipt of advertisements, subscription orders and such other detail work as adds to the convenience of the public. Visitors are always made welcome at the publication building of *The Gazette Times* and *Chronicle Telegraph*

and arrangements can be made in advance for the care of large numbers of visitors and for showing them in detail the complete process of the making of a modern newspaper. The building is but a few minutes walk from the Pennsylvania Station and can be seen from the station. Gazette square is reached also by a short walk from Sixth avenue on Webster avenue to Tunnel street.

The Pittsburgh Post.—This is the second oldest newspaper in Pittsburgh, and has been continuously published as a daily since September 10, 1842. It dates back as a weekly under various names to 1804; its original name was the "Commonwealth." Through all these years it has been the only Democratic daily in Pittsburgh, and is as commonly called "The Only" as by its proper name. In the modern newspaper plant in which the paper is now housed, there is a great stride from the original equipment of the Washington hand press, with a capacity of 125 papers an hour. Today the equipment could issue 48,000 papers, such as the Commonwealth, in an hour. For many years the Post was located at the corner of Fifth avenue and Wood street, now the site of the First-Second National Bank. In 1892 the Post was located in Fifth avenue between Smithfield and Wood streets, and here the first Sunday edition of the Post was issued, September 11, of that year. In May, 1896, the Post established a perfect special cable and wire service, and they claim it was the first newspaper in Pittsburgh to establish such a service.

On February 14, 1897, the plant of the Post was so badly damaged by fire that the paper was issued for three months from the establishment of a contemporary. The paper has ever been noted throughout the country for its enterprise and skill in getting the news. This was especially shown during the Spanish-American war. It has maintained its reputation of getting the news first, chartering special trains to get its reporters and telegraphers at the scene of big news happenings, or to distribute its papers. The Post moved into its present home at Liberty avenue and Wood street, February 20, 1904. The present management of the paper is known as the "Post Publishing Company."

Enterprise and accuracy have ever been the watchwords of the Post. Its bound volumes in the Pittsburgh Carnegie Library, for the seventy-four years under its present name, are among the chief historical records of Allegheny County. In its editorial policy, while it has always sought to promote the interests of its party, it has never allowed partisan considerations to keep it from aiding any project for the good of the community, no matter what the political faith of those back of it. It aims to be of service to all the people in its field, giving them the news of both sides of a question, so that when they may dissent from the Post's judgment on a subject, they have all the facts before them for shaping their own opinion. One of the most rigid demands in its production is that it be kept a clean newspaper.

The Pittsburgh Sun.—An afternoon paper printed on the same presses, and issued from the same building, as the Pittsburgh Post. The management of this paper is the "Sun Publishing Co." This

paper was first issued March 1, 1906, and has been a pronounced success as a clean, well edited, and well arranged paper; its editorial policies are in keeping with those of "The Post." T. H. Given is president of both companies.

The Pittsburgh Dispatch.—The Pittsburgh Dispatch is the third oldest paper in Pittsburgh and has been a daily from its beginning, February 8, 1846, and prosperous and profitable from the start. It was founded by J. Herron Foster, a member of a distinguished family of Western Pennsylvania, radical and aggressive in his opposition to human slavery and determined to use every proper weapon to effect the removal of the curse and stigma from the people of America. The City of Pittsburgh, April 10, 1845, had been devastated by a great fire and all forms of business were still suffering by reason of that calamity, when Mr. Foster began the publication of The Dispatch. It was a small sheet but was well received because teeming with good cheer, good hope and lofty purposes. The Dispatch was printed in various buildings until 1853, when the building on Fifth avenue now occupied as Newell's Hotel was completed for the purposes of the paper. This building was occupied until 1891. In February, 1865, Daniel O'Neill and Alexander W. Rook were admitted to an interest and the paper conducted under the firm name of J. Herron Foster & Co.

Mr. O'Neill had taken on the editorial management of the paper and Mr. Rook, a printer by trade, and master of every phase of the mechanical department, attended to the business management. Mr. O'Neill died in 1877 and was succeeded in the firm by his brother, Eugene M. O'Neill. The Fifth avenue building was known as the Dispatch Iron Front Building and was a pretentious structure for its time. It extended through to what is now Oliver avenue and adjoined the Post Office which was then on the site of the Park Building at Fifth avenue and Smithfield street. In 1877, a fire destroyed practically the entire interior of the building, but its effect was the appearance of a new equipment with the most modern of presses and stereotyping machinery, the presses being the first in Pittsburgh to cut, paste and fold a complete paper.

After the death of Mr. Rook, The Dispatch Publishing Company was formed and under that business designation the paper has since been published, Mr. O'Neill retiring from active management in 1902, but retaining the office of Vice-President and Charles A. Rook, eldest son of Alexander W., being chosen president-editor, which office he holds at this time.

The growth of the paper has resulted in several changes of location. In 1890, a large building was erected on Diamond street above Smithfield containing six stories and containing all that was modern in newspaper housing and newspaper equipment. These quarters in a few years becoming too small, a new location was purchased at the corner of Smithfield and Diamond streets with a long ell extending to the alley paralleling Diamond street. Although this was a more satisfactory building it soon became inadequate, hence

the present property at No. 1333-35 Fifth avenue near Stevenson street was secured in 1906, and the present publishing house erected on it and now is one of the most perfect newspaper plants in the country. New presses of the most perfect invention were installed with a capacity of 100,000 copies per hour, printing in four colors and the composing rooms thoroughly equipped with type setting and all other machinery that could be desired in a newspaper office. In 1914, a new business office was erected at the corner of Smithfield street and Oliver avenue.

Under years of the management of Charles A. Rook, President of the Dispatch Publishing Co. and Editor-in-Chief, the paper has never swerved from the independent policy which has been its mission from the beginning. It still follows the ideals initiated by Mr. Foster and developed more fully by Messrs. O'Neill and Rook. The Sunday Dispatch was first issued in 1883, was the first Sunday issue of any Pittsburgh morning paper and now a vast reading public knows of its world of information and forcible presentment of great affairs. The Fifth avenue car lines pass the Dispatch Publishing House on Routes Nos. 63, 66, 68, 72, 75, 76, 79, 80 and 81 to Stevenson street. It is but a short walk out Fifth avenue from the Court House.

The Pittsburgh Leader.—This was founded as a Sunday paper under the name of the "Sunday Leader" by John W. Pittcock, in December, 1864. This man's rise and career furnished one of the romances of journalism in Pittsburgh. He began as a newsboy, and founded and made "The Leader" an important journal. He gathered about him the newsboys whom he knew, and well understood, and furnished them an annual dinner on New Year's Day, until his death in 1880. October 11, 1870, a daily was issued under the name of the "Evening Leader," which has since continuously appeared. Mr. Pittcock associated with him Col. John I. Nevin, Robert P. and Edward H. Nevin. In 1882 a corporation was formed, under the title of the "Leader Publishing Company," of which Col. John I. Nevin was the president until his death in 1884. He was succeeded in the control of the paper by Theodore W. and Jos. T. Nevin, which management continued until July, 1905, when the Leader Publishing Company purchased the paper and its equipment, and has since conducted the paper under that style. This paper is published at 431 Fifth avenue; the mechanical department in the rear at Oliver avenue and Cherry way. A. P. Moore is president of the Company.

Society Papers.—Two society papers are published in Pittsburgh, both appearing on Saturday morning; these are "Pittsburgh Bulletin" and the "Pittsburgh Index;" the publication offices of the Bulletin are in the U. P. Publication building on Anderson (Ninth) street, and the "Pittsburgh Index" maintains its offices in the Farmers Bank Building.

German.—Pittsburgh has one daily German newspaper under the title of "Volksblatt & Freiheits-Freund," whose publishing offices are at 516 Grant street. The proprietors are the Neeb-Hirsch Publishing Co. The editorial and mechanical departments are on the seventh floor of the Gazette-Times building.



PRESS BUILDING, OLIVER AVENUE

avenue below Wood street was completed. Here it possesses one of the largest and most up-to-date newspaper plants in America. It is pre-eminent in its field and the rise and success are due to two causes; first, that it was the pioneer one-cent daily in Pittsburgh; second, the enterprise of its editorial and business management, and its consistent devotion of the popular welfare in all questions and issues of public policy, municipal, state and national. The Press still maintains a business office at 254 Fifth avenue, below Wood street.

It will be impossible to go into a detailed description of the various phases of journalism in Pittsburgh; the matter above being considered sufficient for the information of transient visitors.

Pittsburgh Press.—

This paper was founded in 1884, by Col. Thomas M. Bayne, a man long prominent in the public life of Western Pennsylvania and for several terms a Representative in Congress from the North Side district. The present management of the paper under which the most remarkable strides and popularity have been made, came into control in 1901, when the paper was purchased from Col. Bayne's successors by Oliver S. Hershman, who had previously been publisher of The Pittsburgh Chronicle Telegraph. The Press was located on Fifth avenue near Wood street until the spring of 1911, when the new building at 222 Oliver

CHAPTER XIII

Public Parks

Schenley Park.—There are maintained by the City of Pittsburgh, within the City limits, and open to the public, 18 parks of varying sizes, comprising in the aggregate, 1329 acres, with 21 miles of improved roadways; 32 miles of walks; 7 miles of bridle paths and trails. There are four principal ones, all four well worth seeing. These are, Schenley Park, in the Oakland district; Highland Park, which is at the head of Highland avenue, East Liberty; the Allegheny Parks in the Flat, on the North Side; and Riverview Park on the North Side hills. The other parks are scattered throughout the City, and, with the exception of McKinley Park, of 63 acres, in the South Hills, they are small and command mainly local patronage. Mention of these will be found under a separate head herein. Schenley Park is Pittsburgh's first and greatest park; it contains 422 acres of natural land which has been improved by drives, bridges, walks, landscape gardening, and the planting of thousands of trees and bushes. Among the attractions are a half-mile race track, with a grandstand which seats 3000 and stables for 30 horses; golf links, with shelter houses containing 104 lockers, tennis courts, and a large merry-go-round—all of which are public property. The Phipps Conservatory and Hall of Botany, the gift of Henry Phipps, is in Schenley Park. There are also two propagating houses and a nursery of eight acres. There is also a Phipps Conservatory in the West Park. Panther Hollow is a deep and romantic gorge crossed by an imposing high bridge, under which is a small lake called Panther Lake. There are several monuments and memorial tablets within the park—among them a monument to Edward M. Bigelow, formerly Director of the Department of Public Works of Pittsburgh, who, with Robert B. Carnahan, Esq., were instrumental in obtaining the grant of the park land from Mrs. Mary E. Schenley, who was a granddaughter of General James O'Hara, of Revolutionary fame. General O'Hara settled in Pittsburgh after that war, and was a pioneer in the up-building of the City. Mrs. Schenley (nee Croghan), whose parents were residents of Pittsburgh, and where she passed her girlhood, was married to Captain Edward W. H. Schenley, of the British army, in 1843, and with the exception of a few years in Pittsburgh, passed the rest of her life in the neighborhood of London, inheriting from her mother, a daughter of General O'Hara, large holdings of land in Pittsburgh, among them this park land, which she left to the City of Pittsburgh in 1890, stipulating that the park be called "Schenley

Park." Originally, the park contained 382 acres; the additional ground was subsequently bought by the City from Mrs. Schenley. General O'Hara, it may be also mentioned, served as Quarter-Master General under General Anthony Wayne in his successful expedition against the Western Indians in 1792, which expedition started from Pittsburgh. At the Forbes street entrance to this park is the magnificent Carnegie Institute and Library, which will be described at length in its proper place in this work. (See Chapter VI.) The Carnegie Institute of Technology adjoins the park, of which detailed mention will also be made. Other monuments are to be found in the park, of which the Robert Burns memorial, erected in 1914 by his countrymen of Pittsburgh—or formerly of Pittsburgh, among them Andrew Carnegie, Robert Pitcairn, Alexander Dempster, and others; and the tablet and memorial to Colonel Alexander L. Hawkins, commanding the Tenth Pennsylvania Volunteers in the Spanish-American War, are worthy of mention. The Christopher L. Magee memorial fountain opposite the entrance to the Library is another interesting commemoration. There are boats to be had in Panther Lake, which also affords excellent skating in winter. Upon the return of the Tenth Pennsylvania Volunteers from the Phillippines in August, 1898, a reception for them was held in Schenley Park, the occasion being a gala day, at which President McKinley spoke from the grandstand. He was much surprised at the wonderful, natural beauties of the park, and said it was the most romantic public park that he had ever seen. The serpentine driveway is an unusually attractive piece of road making, and the gorge of Panther Hollow most striking and picturesque. Schenley Park is reached from the business section by any Forbes street, or Fifth avenue cars in about 20 minutes. It is also reached from the lower side from Greenfield avenue cars from downtown, on Fourth avenue, and transfers to there from the Second avenue line going west, also by the Murdoch street entrance on Forbes street from the east.

The Spanish gun from the captured battleship, *Viscaya*, at Santiago, Cuba, presented to the City by Mr. Charles M. Schwab, and mounted in the Park, will attract attention as a reminder of the stirring days of 1898.

Fifth avenue and Forbes street Routes are numbered 63, 64, 65, 66, 67, 68, 71, 72, 73, 75, 76, 79, 80, 91, 92. Greenfield avenue line is Route 58.

Highland Park.—This beautifully improved park is at the extreme north eastern limit of the City at the head of Highland avenue, and contains 366 acres; in it are located three large reservoirs which furnish the greater portion of the City's water supply. The Zoological Gardens located in this park were given to the City by Christopher L. Magee and are known by his name. Carnegie Lake is a pleasant boating spot in summer, and very popular for skating in winter. There are miles of wooded roads, paths and beautiful drives in Highland

Park, and the view from the summit overlooking the Allegheny River and valley is effectively grand: there is in the park a large merry-go-round, three shelter houses, all of which are free to the public. There is also a band stand. The principal entrances to this park from



ZOOLOGICAL GARDEN, HIGHLAND PARK.

Highland and Stanton avenue are graced by handsome sculptures. Close to the Highland avenue entrance is the striking and beautiful statue to Stephen C. Foster. The large flower beds near the entrance are wonderful examples of floriculture. This is probably the most popular and most patronized of all the City parks, but it is fifty minutes ride from downtown, reached by cars on Route 73, carrying the sign "Highland Park, and 71, carrying the sign "Center & Negley," which make the loop downtown via Sixth avenue, Wood street and Fourth avenue; there are also transfers at North Highland and Penn, and Negley and Penn, from cars on Penn avenue and other points each way.

Allegheny Parks.—The Allegheny Parks on the Flat were originally known as "The Commons," and were a grant from the State; these Commons were locally known by the points of the compass; the larger—East and West Commons, now bear the same designations applied to the parks, which are only parts of the original Commons.

Mention of the story of these Commons will come under separate head in the touring of the North Side. The tracks of the Pennsylvania Lines West pass through the West Park and are crossed by many bridges. The West Park is the largest of the North Side parks, and extends from Sherman avenue to Irwin avenue, between Stockton and Ridge avenues on the south, and North avenue on the north. East Park extends from Union avenue to Cedar avenue, between Stockton and North avenues. The North and South Parks are narrow strips connecting these two. In all, there are 100 acres of level land in the parks on the Flat, with beautiful flower beds, fountains and trees, shady walks, which make the parks inviting; there are sufficient benches provided for comfort which are scattered over the entire extent of the parks. Located in the heart of the North Side business section, convenient of access from the downtown hotels and business section, either by a number of car routes or by walking, in favorable weather the North Side Parks are thronged with people. In the West Park is located the conservatory presented by Henry Phipps to the then City of Allegheny; close by is Lake Elizabeth with its shelter houses and children's bathing beach, a large band stand, tennis courts and other attractions. Among the monuments in West Park are the Humboldt Monument; equestrian statue, in granite, of George Washington, erected in 1891 by the Junior Order United American Mechanics of Western Pennsylvania, and one erected by the labor unions to Thomas A. Armstrong, founder and editor of the "Labor Tribune" of Pittsburgh. In the East Park is the monument to Hampton's Battery, or Battery F, Independent Pennsylvania Light Artillery in the Civil War, which stands near Cedar avenue as a memorial to that organization's services, a duplicate of which is at Gettysburg on the position occupied on the third day of that battle. This battery was recruited in Pittsburgh in September and October, 1861. Fifteen minutes walk from the business section of the Old City, or a ten-minute ride on a North Side car will take visitors to these parks.

Riverview Park.—This is the largest of the North Side parks with 240 acres of natural park land improved by landscape gardening and otherwise. It, too, has many beautiful drives, shady paths and scenic attractions, and the view from the summit, overlooking the Ohio River and Valley is only second to that of Highland Park. The Allegheny Observatory is located in this park—a beautiful, white marble building which from its high elevation can be seen for miles. This is a noted institution, established in 1860 and is renowned for the researches and services of Drs. Samuel T. Langley, James E. Keeler, John A. Brashear and the present director. The Observatory is now conducted as one of the departments of the University of Pittsburgh, formerly the Western University of Pennsylvania, and is under the directorship of Dr. Frank Schlesinger. At Riverview Park there is a small Zoological Garden, merry-go-round and shelter houses. This park is certainly worth visiting, and is reached from the City, or lower North Side, by Federal street and Perrysville avenue, Car Route No. 8;

in summer time special cars are run bearing the sign "Riverview Park." The trip from the business district takes about thirty minutes. The scenery from Perrysville avenue, would alone prove an incentive.

McKinley Park.—McKinley Park is a beautiful tract of 63 acres of natural land, which has been improved by roadways, bridges and walks; it is the pleasure park of the South Side, and is at the western end of the Eighteenth Ward of the City in the district called Beltzhoover. This park has a band stand and shelter houses; base ball grounds, and other attractions for visitors, and is reached most directly by Route No. 49, which can be boarded at Third avenue and Smithfield street, and at Third avenue and Wood street; it is also reached by the interurban cars to Washington and Charleroi, the Castle Shannon line, Route 38, which cars can be taken at any point on Wood street. The park is about 25 minutes ride from the business section.

SMALLER PUBLIC PARKS.

Most of these are worth a visit, especially those on the hilltops, by reason of the magnificent outlooks afforded. Arsenal Park has a historic commemoration. Herron Hill, Central, Grandview and Monument Hill Parks are high grounds from which extensive and delightful views can be obtained. In addition to those mentioned there are Bluff, Friendship, Holliday, Lawrence, Olympia and West End Parks.

Arsenal:—Arsenal Park occupies the block bounded by Butler and Thirty-ninth streets, Penn avenue and Fortieth street. It is the southern portion of the United States Arsenal property for over a century known as the Allegheny Arsenal. This block was traded to the City in exchange for the Forbes street property adjoining the Carnegie Institute of Technology, where an experimental station of the Bureau of Mines is to be permanently located, but now maintained in Arsenal Park. The park is fitted up as a children's playground. It has shelter houses and a band stand. It is of historic interest as having been the scene of a terrible powder explosion, September 17, 1862, in which 75 young women and girls were killed and 50 injured of 150 employed in cartridge making in the main building. A tablet commemorative of this event was unveiled in the park, September 25, 1913. A monument to the victims stands in the Allegheny Cemetery. Arsenal Park contains 19.9 acres. It is reached by Butler street cars, Routes 93, 94, 95 and Penn avenue cars, Routes 88, 91 and 92. (See also "Recreation Parks and Playgrounds.")

Bluff:—The Bluff Street Park is a mere strip of walks, shrubbery and gardening extending from Hooper street to Gist street. Bluff street overlooks the Monongahela river and is at the top of the precipitous heights above Second avenue, known as the Bluff. It can be reached by a short walk from any of the Fifth avenue and Forbes street cars, alighting at any street between Hooper and Gist streets. The outer streets, Gist, Miltenberger and Van Braam are preferable on account of being level streets.

Central Park is at Bedford avenue and Ledlie street, and contains five acres. It is the site of the City reservoir once known as the upper Bedford avenue basin. Adjoining Central Park is the magnificent new school building known as the William H. McKelvy School. This park is reached by transfers from Penn and Liberty avenue cars going west to the Penn Incline at Seventeenth street, and by car Routes 84 and 85 from the downtown business section. A fine view of the Old City and North Side is afforded from this park.

Friendship Park is a breathing spot in the widened portion of Friendship avenue extending from Edmond street to Gross street. It is handsomely laid out and the floral effects are fine. Reached by Liberty avenue cars to Edmond, Mathilda or Gross streets, Routes 72, 86 and 92.

Grandview Park is on Mount Washington with its main entrance on Bailey avenue at the head of Beltzhoover avenue. It contains a music pavillion, a shelter house and a merry-go-round. Adjoining the park are three huge tanks for storage of water for use on the South Hills territory contiguous. This park contains 18 acres. The view from it is exceptionally good. Summer concerts are given in this park. It may be reached most readily from down town by Carson street cars, Routes 50 and 51, transferring to the Castle Shannon Incline. Cars on Routes 44, 45, 46, 47, 48 and 49 to Warrington and Beltzhoover avenues; cars on Mount Washington, Route 33 via the West End will land passengers on Bailey avenue at the upper station of the Castle Shannon Incline and close to the park. From the roof at the top of the Castle Shannon Incline on which a platform is erected for the purpose, an unexcelled view of the City and river may be had.

Holliday Park is on Duquesne Heights and occupies the block included between Meridian, Pawnee, Oneida and Piermont streets. It contains 3.5 acres. In it there is a shelter house and also a wading pond, which is its only special feature. This park is used as a picnic ground. It is reached by Mount Washington cars on Route 40 to Oneida street and by transfers from all West End lines from Liberty avenue and Stanwix street to the Duquesne Incline. Cars on Routes Nos. 23 to 35 inclusive, are available to reach the incline.

Herron Hill Park is on the summit of the highest hill in the City, 1260 feet above tidewater and 583 feet above the low water level at the Point. This park contains 13 acres. It has within its bounds the Herron Hill Reservoir, the basin supplying all the hill district known as Minersville. There is also a high steel flagstaff. The view from Herron Hill is the most magnificent in Pittsburgh and the most widely extended. The rivers and the South Hills; the North Side; the Lawrenceville and Bloomfield districts; the entire East Liberty Valley; the Schenley Farms Tract; Schenley Park and the Squirrel Hill district are in plain view. On clear days the Chestnut Ridge, 36 miles east can be distinctly made out. Herron Hill contains a music pavillion and ball grounds. The reservoir occupies the site of Fort Herron, one of Pittsburgh's defenses during the Civil War, 1861-65. The park is reached

by cars on Routes Nos. 83, 84 and 85 to Herron avenue car barns, or by Center avenue cars on Routes Nos. 82 to Aliquippa street, but this Route is longer and takes one to the eastern slope.

Lawrence Park in the upper Lawrenceville district lies along the upper side of Butler street from Forty-sixth to Forty-eighth streets, and adjoins the Allegheny Cemetery. This park contains about five acres. It is a pretty and well kept little park on level ground. It is reached by all Butler street cars, Routes Nos. 93, 94, 95 and 96. (See "Recreation Parks and Playgrounds.")

Monument Hill Park is really part of the West Park and was formerly included in the "Commons" as laid out by the State of Pennsylvania in the original plan of Allegheny City. A row of fine residences along Ridge avenue and the buildings of the Western Theological Seminary separate the Hill from the West Park. In the Hill Park there are 17 acres. There is a lofty flag pole of steel on the brow of the hill and an imposing monument of Massillon stone erected in 1870 and dedicated to the memory of the soldiers and sailors of Allegheny County who fell in the Civil War, 1861-65, at the cost of \$35,000; \$30,000 of which was paid out of the unused funds raised at the great Sanitary Fair held in Pittsburgh in June, 1864. Five thousand dollars was paid by the City of Allegheny. The view from the Monument Hill is extremely attractive. The most available route and the one recommended is via Western avenue cars to Irwin avenue, Routes Nos. 18 and 19.

Olympia Park is bounded by Olympia street, Virginia avenue and Hallock street, stretching into the valley below. It has an area of 9.18 acres and contains a shelter house, two tennis courts and ball grounds on which ice skating is provided in season. The park is much used for picnics and celebrations. Most readily reached by Mount Washington cars on Route 40 to Olympia street and Grandview avenue.

West End Park is bounded by Warden and McCartney streets, the Noblestown road and Herschel street. Its area is 17.5 acres. It contains a shelter house, a music pavillion with concert grounds and a tennis court. It is reached by West End cars on Routes Nos. 27, 28, 29, 30 and 33, from Penn avenue and Stanwix street and Liberty avenue and Stanwix street.

A tract of twelve acres on Mount Washington, known as Wilbert's Grove, was bought by the City for a park in 1908, but it has not been improved. It lies on the hillside between Dilworth street and Saw Mill Run, and is sometimes enumerated in lists of Pittsburgh's parks. It is not worth visiting.

Pittsburgh's parks are "Free to the People." They are maintained by the people. There are no "Keep off the grass" signs and that rule is not in force in Pittsburgh as far as parks are concerned. The public is allowed the full use of them, and children can romp at will over the well kept swards. The larger parks, Schenley, Highland, Riverview and McKinley are much used for picnicing purposes, where

appropriate kitchens are attached to shelter houses and where tables and benches are provided for serving luncheons. Some of the smaller parks are also the scenes of celebration, such as the Fourth of July, and of the larger parks, Schenley especially, is noted for the outpouring of the populace on that day, a fete day, on which an all-day program of exercises is provided, speeches, music, parades, sports and races with an elaborate display of fireworks in the evening. There are celebrations in some of the other parks also on this day with the fireworks wind-up, notably on Monument Hill. Programs for these celebrations vary but due notice is always given in the press of the City. Free concerts are given in all the parks at stated intervals, scheduled to have several concerts occur on one evening but in parks widely distant. The schedule varying to shift the concerts alternately from one locality to another nearby. Thus a concert given in McKinley Park one week would be given in Grandview Park on the next scheduled evening. Likewise the bands are changed. These concerts are well attended and appreciated. In many of the parks merry-go-rounds have been erected and these too are free, and they are not exclusively for children. In a few parks are tennis courts. Pittsburgh people are reasonably proud of their parks as worth while for the use of the public and not to look at or merely walk through. Schenley Park after a Fourth of July celebration is a sight worth seeing in attestation of the fact that the Pittsburgh public uses and enjoys its parks. Scattered over the broad acres and well-kept green are thousands of abandoned lunch boxes and baskets, with paper everywhere, with orange peels, banana skins and usual debris of a celebration in ample view, and the sward showing the trampling of the multitudes that have swarmed over it. Then the well-trained park employees get to work and in a few days there is no visible evidence that a hundred thousand people—often more, have frolicked there. Real parks and real enjoyment of them are characteristic of Pittsburgh. The borough of Carrick on the South Hills, reached by trolley Routes Nos. 46 and 53, has recently purchased the property once operated by the Pittsburgh Railways Company, as an amusement grounds and known as Southern Park. This park has been greatly improved and enlarged and is an additional recreation spot. It can be reached by vehicles via South Eighteenth street, Southern avenue and the Brownsville road to Park lane.

PLAYGROUNDS AND RECREATION PARKS.

Prior to 1912 the city properties used for playground purposes were only three in number. In addition one property owned by the Board of Education and one property leased from the United States Government were operated as all year recreation centers. In 1910, by a peoples' bond issue \$800,000 was voted for the purchase of additional playground property and equipment. This amount was expended during the year 1913 and purchased twelve centers in the Old City. Many individuals, organizations, Boards of Trade and civic bodies

worked earnestly to have these new properties purchased in localities most in need of such centers. The Playground Association, then in existence, was asked to submit a general playground and recreation scheme for the City and also to make specific recommendations for the sites and equipment to be purchased with the proceeds of the bond issue. The association worked with the City Planning Commission in suggesting locations and their advice was closely followed by the City Council through which body the final selection of grounds and the actual purchase was made. Following is a list of the properties owned or controlled by the City of Pittsburgh and used for playground purposes. All but the first three were purchased from the bond issue. When the City took over the playgrounds the Association dissolved after an existence of nineteen years.

Lawrence Park, five and three-quarter acres at Forty-sixth and Butler streets. As a recreation park it is operated all year; equipment consists of two field houses of brick and concrete containing gymnasiums, children's playrooms, library, game and club rooms, shower and locker rooms, etc.; a swimming pool 60 feet by 110 feet, a children's playground with wading pool, sand bins, etc., an athletic field, an outdoor gymnasium and a girls' playground. Reached by Butler street cars on Routes 93, 94, 95 and 96.

Ormsby Park, at South Twenty-second and Sidney streets, South Side, two and three-quarter acres in extent, is an all-year recreation park. Equipment, two small field houses, containing children's playroom, game and club rooms, showers, etc., an athletic field, outdoor gymnasium, outdoor basketball courts, children's playground, girls' playground, tennis court and swimming pool 50 feet by 100 feet. A nearby church building is rented for gymnasium purposes. Reached by Carson street cars on Routes 50, 51 and 52 to Twenty-second street and by transfer at Forbes and Brady streets from Forbes street and Second avenue lines on Route 54.

South Side Park, one and three-quarter acres, at South Ninth and Carson streets, is owned by the Board of Education of Pittsburgh but operated as a playground by the Bureau of Recreation of the city. Equipment, small field house with gymnasium, game room, athletic field and outdoor gymnasium and an all-year center. The space occupied by this park has been greatly curtailed by the erection of temporary one-story structures to provide for the excess of pupils at present attending the South High School adjoining. Reached by Carson street cars on Routes 50, 51, 52 and 53.

Washington Park, in the Hill district, at Bedford avenue and Logan street, occupies the site of two abandoned reservoirs. A recreation park, three one-half acres in extent, operated twelve months in the year. Equipment, a large field house, containing gymnasium and auditorium, library, game and club rooms, children's playroom, showers and tub baths, locker rooms, etc.; a second field house containing supplementary gymnasium; an athletic field, with bleachers to seat 5,000 people, an outdoor gymnasium, a playground for girls and

for small children. It is reached by Wylie and Center avenue cars on Routes 82, 83, 84 and 85 to Logan street. This park is readily seen on the hillside above the Pennsylvania Station, immediately below the Central High School.

Arlington Park, on South Side, at Arlington and Sterling streets, three and one-fourth acres, the site of Fort Ormsby in 1863, Temporary equipment, athletic field, swings, sand box, shelter house, etc., makes of it a summer center. The cost of the property was \$31,360.00, it is reached by cars on Route 48 and by the St. Clair Incline at the head of South Twenty-second street to Sterling street.

Arsenal Park, at Thirty-ninth street and Penn avenue, thirteen acres. Equipment, a field house with gymnasium, game and club room, and children's playroom; baseball ground, children's and girls' playground. The field house is on adjoining property owned by the United States Government. Operated all year. The cost of the property was \$218,774.50 (See also under Public Parks, page 187.)

Burgwin Park, in Hazelwood, contains five acres of fine old oaks. Only enough of these have been taken out to allow of a ball field. Swings, etc., are hung from the trees themselves. Operated in summer only. The cost of the property was \$23,750.00. Reached by Second avenue Routes 55, 56 and 57 to Hazelwood avenue.

Cuthbertson Playground, about one acre in extent, on Greenbush avenue, on Mount Washington, adjoining the Cargo Public School, has a small ball field, a playground for girls and small children and a shelter house. Operated in summer only. The cost of the property was \$8,000. No car line passes close to this playground but it may be reached by a few minutes walk from Southern avenue and Cowan street on Routes 40 and 41, and from Route 33 at Boggs avenue and Wyoming street.

Garfield Park, four acres on Breedshill street, adjoining the Fort Pitt School; school building contains gymnasium, showers, etc. Playground contains athletic field, playground for small children and girls' playground. Operated in summer only. The cost of the property was \$11,326.00. Reached by Penn avenue cars out from town, on Routes 88, 91 and 92, and into town on Route 88.

Lewis Playground, in Hazelwood, two and one-half acres, bought in 1913. This has been used in summer for several years. Equipment consists of large dwelling house, in use as a field house, baseball field, and children's playground. An all-year center. The cost of the property was \$29,020.00. Reached by Second avenue cars on Routes 55, 56 and 57.

Ream Playground, at Virginia and Woodville avenues, Mount Washington, two and one-quarter acres in extent. Equipment, small ball field, children's playground and girls' playground. An old residence on the ground is used as shelter house. Some fine trees give plenty of shade. Operated in summer only. The cost of the property was

\$17,500.00. Reached by Route 33 via West End to Woodville and Merrimac streets and route 40 to Grandview avenue and Merrimac street.

Sheraden Park, comprises twenty-three acres in extent, and was bought late in 1913. A beautiful park, with great recreational possibilities. The cost of the property was \$14,500.00. Reached by Sheraden cars on Routes 31 and 32.

Soho Park, at Kirkpatrick and Moultrie streets, four and one-half acres. Present equipment; playground for small children and athletic field. Will eventually be equipped as all-year center. The cost of the property was \$80,750.00. Reached by Fifth avenue car lines on Routes 75, 76, 79, 80 and 81 to Moultrie street.

Wabash Playground, on Wabash avenue, four and one-half acres. Present equipment; athletic field and children's playground. Will eventually be equipped as all-year center. The cost of the property was \$108,280.00. Reached by West End cars on Routes 27, 28, 29, 30 and 33.

Warrington Park, at Warrington and Estella streets, Beltzhoover, South Side, 2.24 acres. Equipment; field house and custodian's house, athletic field and playground for girls and small children. An all-year center. The cost of the property was \$65,200.00. Reached by cars on Routes 44, 45, 46, 47, 48 and 49 to Estella street.

West Penn Park, sixteen and one-half acres, formerly the old West Penn Hospital and grounds. Present equipment; a field house, containing two gymnasiums, club room, playroom for small children, showers and toilets; custodian's residence; athletic girls and children's playground. An all-year center. The cost of the property was \$90,000.00. Reached by East Liberty Express cars to Twenty-eighth street, Route 86, and Penn avenue Routes noted to Twenty-eighth street.

There is also the Phipps Playgrounds on Reedsdale street, near Scotland street, North Side, one of the philanthropies of Henry Phipps. This is in the immediate neighborhood of his boyhood home, where he and Andrew Carnegie were children together.

In addition many of the yards and grounds about the public schools are utilized in summer for small children.

The various playgrounds are largely patronized in the evenings by adults until 9 o'clock. As many as 3,000 people have used a single playground in one evening. Twilight baseball, hockey, volley ball, quoits, and similar games filled the evenings with enjoyment, whole families participating. The musical attractions of these parks are mentioned under the article on Smaller Public Parks.

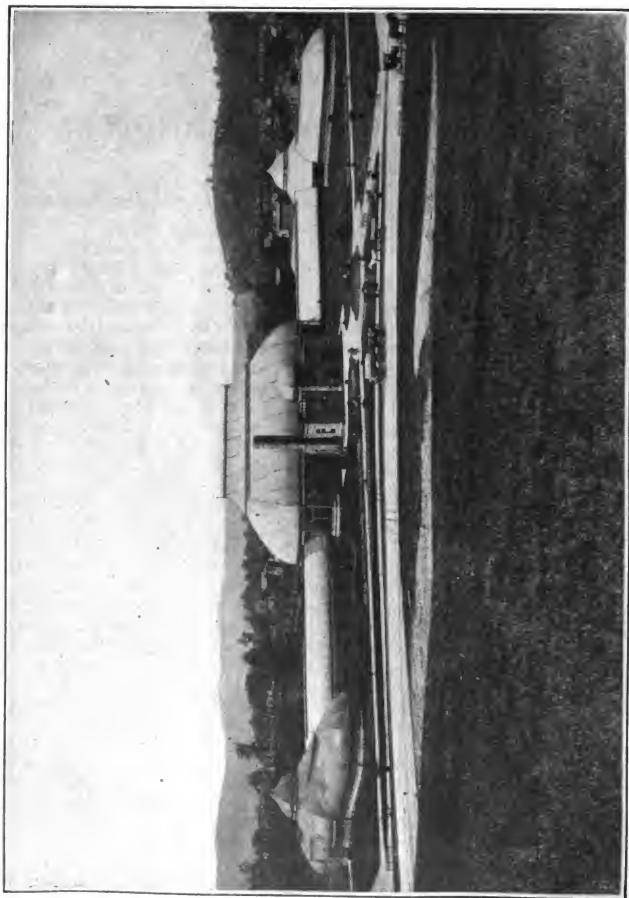
CHAPTER XIV

Special Objects of Interest

The Bouquet Block House, Conservatory, The Heinz Industries, Allegheny Observatory, Sightseeing Trips

Block House.—The historic relic—all that is left of Pittsburgh's Colonial days—stands alone on the northside of Penn avenue, near Water street, in the district of the City always referred to as the "Point." The Block House erected by Colonel Henry Bouquet, of the British Army, in 1764, is in good order now and is open to visitors. Souvenirs, views and post cards, and also a brief history of Pittsburgh, can be purchased. The Block House is owned and maintained by the Pittsburgh Chapter, Daughters of the American Revolution. The quaint little brick, pentagonal in form, with loop holes for rifles, and its solid brick walls, aside from its history, will appeal as a rare type and a relic. There are several bronze tablets in the yard. As the streets in the vicinity have been recently raised, to get above flood heights in the rivers, this historic pile appears to be down in a hole. All West End cars, Routes 23 to 35, inclusive, pass the Block House, and it is but a short walk from Penn avenue and Federal street (Sixth).

Conservatories.—Those who love flowers will be entranced with the beauty and gorgeousness of the floral displays in the Phipps Conservatories in Schenley and West Parks. These conservatories are gifts of Henry Phipps to the City. The one in Schenley Park is the second largest conservatory in the world and is well filled with rare and beautiful specimens of plant life from all parts of the world. This is true also of the Phipps conservatory in the West Park. In the late fall the annual exhibits of chrysanthemums and orchids in both conservatories attract thousands of visitors who are enchanted with the riot of colors presented. The glass rooms are banked with flowers arranged with colors separate and so blended as to fully harmonize. Enormous blooms eight to ten inches in diameter characterize these floral offerings. The full exposition lasts three weeks, and is known locally as the "Mum Show." More than 5000 chrysanthemums have been shown as specimen blooms. Private conservatories are also thrown open to the public at times, notably those of Mr. H. J. Heinz at his residence, Penn avenue, Homewood. The Frick conservatory is not now open to the public.



PHIPPS CONSERVATORY, SCHENLEY PARK

More than 3000 persons have visited the conservatories of H. J. Heinz in a week. The chrysanthemum show attracts the attention of the visitors more than any other exhibit. It has consisted of 2000 blooms, including 100 varieties. English hothouse grapes also attract great attention. The conservatories and the private museum of Mr. Heinz, which contains thousands of historic relics and rare curios are usually open to the public the first days in November.

In the spring the Easter display in the public and private conservatories is as great an event as the fall exhibits. Crowds flock to see the displays and winding lines of humanity pass in and out the buildings and double lines of visitors extend down the walks and boulevards in Schenley Park awaiting entrance. Directions to reach the conservatories will be found under "Parks"; Homewood, under "Pittsburgh Districts Located and Defined," which see.

THE HEINZ INDUSTRIES.

"The Home of the 57."—The Main Plant of the H. J. Heinz Company on the North Side originally occupied thirty-six City lots, and extended from the Allegheny River to the tracks of the Pennsylvania Railroad between Heinz and Pindam streets. The first buildings of this plant were erected on this site in 1890, and building after building has been added, until today the main plant is the largest establishment of its kind in the world; it now covers 160 City lots and includes within its borders 32 massive brick buildings with a floor space of over 45 acres. The manufacture of food products was begun by H. J. Heinz in 1869 in Sharpsburg (a borough contiguous to Pittsburgh), on the lower floor of a small two story building, with two women helpers; now the Heinz industries use the product of 50,000 acres of land; employ 4,000 people in the manufacture and distribution of their product; have 17 branch factories in the United States, one in Canada, one in England, one in Spain, and distribute their products through their own warehouses and agencies in all the principal cities of the United States, Great Britain, Continental Europe, Asia, Africa and Australia. In a few words, it may be succinctly stated that the Heinz industry as a whole is one that exercises an active and aggressive influence in the commerce of the entire civilized globe. The "Home of the 57" is one of the first places sought by visitors to Pittsburgh. Here the open door policy of the Heinz Company has been enforced many years. It has been the Company's custom to show people through its kitchens, explaining every detail in the preparation of its products and answering every question. Thousands of visitors from all parts of the United States, and from other countries, have passed through these kitchens. Last year 50,000 visitors were recorded; so much has the idea of instruction and entertainment grown that the Heinz Company maintains a standing advertisement in the Pittsburgh papers, inviting visitors to the plant and instructing them how to reach it.



MAIN PLANT; H. J. HEINZ CO., "HOME OF THE 57"

It seems unnecessary to enumerate the various factories of the Company outside of Pittsburgh, and their 96 salting stations, for the reason that the visitor here is directly interested in the Pittsburgh plant, but the affiliated industries of the Heinz Company should be mentioned. These are: the Heinz Can Factory; the Box and Tank Factory; the Glass Factory at Sharpsburg and its extensive works with a capacity of over eighteen million bottles per year, and the Heinz printing plant.

The average daily output of the box factory is between four and five thousand shipping cases. All the tins that are needed to pack the Heinz products are made at the Heinz Main Plant. The present building is a three story brick, 100 by 125 feet, and has become too small. The inspection of these various plants is a part of the sight-seeing tour through the main plant.

The welfare features instituted for the employes come in for special mention; to this end four dining rooms are conducted in the Main Plant where substantial food is served employes at cost; recreation rooms; a fully equipped gymnasium, a natatorium, and an auditorium, are some of the other welfare features of the Plant. There is a large dining room for girls seating 600. There are special recreation rooms for girls, provided with a piano, books, potted plants, handsome rugs, cosy corners, easy chairs, pictures on the walls, statuary, and objects of art from foreign lands. The library is supplied with standard and current literature, magazines and periodicals. A circulating library is also a well patronized feature. There is a cooking school conducted in the kitchen connected with the girls dining room; plain sewing is also taught. Men have their classes and organizations also, including a choral society, which is composed of both men and women. There are dining rooms also for the convenience of the men in the offices and factories. Two floors in one of the large buildings are used as an auditorium which is designed on approved theatrical lines. Here the employees assemble to hear addresses by distinguished men, and for musical entertainments and social purposes. Christmas and other holidays afford occasions for special meetings. Summer trips in the Company's motor trucks are made by different parties of girls through the suburbs and beautiful scenic regions about Pittsburgh. There is a pleasure launch for boating on the river, and a roof garden surrounded by sunshine and fresh air is available for all, during noon hour.

The natatorium is thrown open occasionally to the public of the district. The swimming pool is 25 by 40 feet; there are also tub, shower and needle baths, with a swimming teacher and other attendants. An emergency hospital is maintained in case of accident or sudden illness. A resident physician is employed by the Company, who visits employes in their homes as well as when taken ill on the premises. There is also a dental department and a manicurist. The Heinz Company has been well advertised in all the great world's exhibitions for the last quarter of a century, and obtained gold medals for

superiority of product, welfare work, and their special food containers. It maintains a pier at Atlantic City which is visited by thousands of people annually.

The Heinz Plants are reached by Routes 1, 2, 3 and 4 and via Penn avenue Routes 88, 91, 92, 93, 94, 95, and 96, to Sixteenth street, and a short walk across the Sixteenth Street Bridge, the Main Plant in plain sight. At night a large blazing sign "57" informs the visitor of the location of this vast industry, a distinct proof of success and popularity.

The Allegheny Observatory was established in 1859 by a number of private citizens who wished to give themselves, and the public in general, an opportunity to see the wonders of the heavens. The telescope, a refractor with a thirteen-inch glass was at that time the third largest in the world. In 1867 the Observatory was made over to the University of Pittsburgh (then the Western University of Pennsylvania) and since has formed the astronomical department of the University. In the same year, Samuel Pierpont Langley came to the Observatory as director, and from that time the investigations made by



ALLEGHENY OBSERVATORY

him and his successors have kept the Observatory in the front rank of the world's astronomical institutions.

In 1905 the Observatory was moved to a hill in Riverview Park, its beautiful building forming one of Pittsburgh's finest ornaments,

commanding not only an unobstructed view of the sky but also an unusually beautiful view of Pittsburgh and its surroundings. The new Observatory and its equipment cost three hundred thousand dollars, all of which was subscribed by citizens of Pittsburgh. It was formally dedicated August 28, 1912. The principal instrument is a thirty-inch refracting telescope, the third largest in the United States and the most powerful photographic refracting telescope in the world. Next comes a thirty-inch reflecting telescope, a memorial of the late James Edward Keeler, formerly director of the Observatory. The old thirteen-inch telescope, once the third largest in the world, has now become the third largest in the Allegheny Observatory. It is used chiefly for the entertainment of visitors, and four thousand persons annually obtain access to this telescope or (in case of cloudy weather) to the illustrated lectures on Astronomy. These facilities are placed at the disposal of the public without charge of any kind. Among other instruments are a vertical telescope for observing the sun, and a transit instrument for telling the exact time by observing the sun and the stars. With the help of the latter the Observatory has maintained an accurate time-service since 1869, by means of which the exact time is distributed by telegraph throughout Pittsburgh and along certain railroads, entering Pittsburgh, and as far east as the Atlantic Coast.

It is not generally known that owing to the steady atmosphere in this neighborhood, the Observatory has for its purposes one of the most favorable sites to be found anywhere in the country.

The successive directors of the Observatory have been: Lucien Bradley, 1859-1865; Philotus Dean, 1865-1867; Samuel Pierpont Langley, 1867-1889; James Edward Keeler, 1892-1898; John Alfred Brashear (acting director), 1898-1900; Frank L. O. Wadsworth, 1900-1905; Frank Schlesinger, 1905-.

Persons desiring to visit the Observatory should make written application to the director. Applications must be made several weeks in advance of the preferred date and should state for how many persons admission is desired. Parties should be limited to as small a number as convenient. A self-addressed envelope should be enclosed.

In case of cloudy weather there will be an exhibition of lantern slides of all the most interesting objects in the heavens, with an appropriate lecture by one of the Observatory staff.

Tickets are good only on that evening for which they are issued; if visitors are prevented by cloudy weather from observing with the telescope and wish to come again, they must apply for new cards.

If anything should come up that would prevent the recipients from using the tickets as issued, notice of this fact should be sent at once to the director for the benefit of other applicants.

To reach the Observatory take Route 8 to Observatory avenue (formerly Riverview avenue).

SIGHT-SEEING TRIPS IN AND NEAR PITTSBURGH.

These are best indulged in on the Interurban Routes to Charleroi and Washington, the Butler, Harmony and New Castle Line and the Butler Short Line, but there are some most interesting trips that do not take the visitors so far away from the City. These are over the suburban lines of the Pittsburgh Railways Company, as enumerated below.

Charleroi.—The cars to Charleroi leave the corner of Grant street and Liberty avenue regularly every hour between 6 A. M. and 10 P. M., but there are enough additional cars to make it a half hour service. The Charleroi route passes through a beautiful country that is dotted with charming residences. The line proceeds along Liberty avenue to Wood street, turns on Water street and crosses the Smithfield Street Bridge and proceeds through the Mount Washington tunnel, three-fourths of mile long, and then along Saw Mill Run and through the Mingo Valley, a region of heavy woods and rocky hillsides. At Riverview there is obtained a remarkable view of the Monongahela River, with occasional glimpses of the great mills and coal tipples which help to make the Pittsburgh district the greatest industrial center in the world. Over the entire route, the visitor will be delighted with the splendid views afforded. The fare is fifty cents, the distance to Charleroi 34½ miles, and the round trip consumes about two hours to Roscoe, the terminus; 1¾ hours to Charleroi.

Washington.—This is a historic route proceeding along the same tracks as the Charleroi line to Washington Junction. It passes through a country in which some of the most stirring scenes of the Whiskey Insurrection took place. The surrounding country is beautiful farm land and several interesting and imposing public institutions are passed; the Pennsylvania Reform School at Morganza and the Washington County Home are two of these. The route proceeds along the main street of the historic town of Canonsburg. Washington is the county seat of Washington County, and one of the oldest and one of the wealthiest towns in Western Pennsylvania. It is the seat of Washington and Jefferson College, which is more than a century old. The beautiful buildings and campus are alone worth the trip. Washington is 29 miles from Pittsburgh. The trip occupies an hour and 50 minutes and the fare is 50 cents each way.

There is freight service over both trolley lines, the freight station at Grant street and First avenue.

The Butler Short Line has its terminal offices and waiting rooms at Pittsburgh in the Stanwix Shops Building, on Stanwix street opposite the Home Department Store. This route proceeds up the Allegheny River, through Etna and the Pine Creek Valley, and follows the Butler plank road and the Baltimore and Ohio Railroad to the town of Butler. The fare is 70 cents one way; \$1.25 round trip, and the round trip consumes three hours; the distance is 33 miles. An amusement park, called "Alameda" on this line is a great pleasure resort for the people of Butler and vicinity. It is a most attractive

place to visit. Butler is the county seat of Butler County and the site of many manufacturing establishments, one of the largest is the Standard Steel Car Company's Works. This route conducts a freight service station at Duquesne way and Federal street (Sixth).

"The Harmony Route."—The Butler, Harmony and New Castle line of interurban cars proceeds through a most attractive country and perhaps one of the most beautiful in Western Pennsylvania. The Pittsburgh terminus of this line is at Liberty avenue and Market street. Cars can also be taken at Liberty avenue and Stanwix street. The branch to Butler leaves the main line at Evans City. Butler by this line is 38 miles from Pittsburgh. The fare is 75 cents and round trip \$1.35. A fine trip is to take one route to Butler and return by the other. Two railway lines are also available—the Pennsylvania and the Baltimore and Ohio. "The Harmony Route" to New Castle follows the Connoquenessing, a tributary of the Beaver River and passes through the large manufacturing town called Ellwood City. The Connoquenessing is a noted stream for fishing and camping parties. The scenery along its banks is delightful. For miles out of Pittsburgh the traveller on this route will be struck with the beauty of the suburban homes as well as the native beauty of the region. From Perrysville to Zelienople "the Harmony Route" traverses one of the principal oil producing districts in Western Pennsylvania. Harmony is an old town with a most interesting history. The Home of the Knights of Pythias of Pennsylvania is located there. This route conducts a freight service also.

Suburban Lines.—Lines of the Pittsburgh Railways Company reach many suburban points that should be visited. Homestead and Braddock are perhaps the best known towns that are close to the City limits and both have a world-wide fame on account of the location of immense plants of the Carnegie Steel Company. However, the visitor must not expect to be admitted to these works for there is an element of danger at all times to be considered. The visitor can, however, see the immensity of the steel industry from the outside, and obtain an adequate idea of the number of persons employed and the transportation problem involved in the output of these plants and in the bringing of raw material to them. Homestead can be reached on Routes 55, 68 and 80 from the downtown district, and Route 60 from East Liberty. Also on the Monongahela Division of the Pennsylvania Railroad from the Pennsylvania Station at Eleventh street, and the Fourth Avenue Station of the Pan Handle Division of the Pennsylvania Railroad.

Braddock is reached by Routes 55, 64 and 67, and by the suburban trains on the main line of the Pennsylvania Railroad from the Eleventh Street Station, and by trains on the Baltimore and Ohio Railroad from their Station at Smithfield and Water streets, and by the Pittsburgh and Lake Erie trains on their Monongahela and Youghiogheny Divisions.

Trafford City.—This is a station on the main line of the Pennsylvania Railroad, 17 miles east of the City. The trolley route called the Trafford City Express, Route 63, follows Forbes street to Wilkinsburg, and then by the Ardmore right of way to East Pittsburgh, Wilmerding and Trafford City. This line passes through the Turtle Creek Valley in which are located all the plants of the immense Westinghouse concerns, extending from East Pittsburgh to Trafford City. A trip on this line is recommended. The Westinghouse Electric and Manufacturing Company works are at East Pittsburgh; the Air Brake Works, at Wilmerding. Other industries of the company are at Trafford City. Suburban trains on the Pennsylvania Railroad, will take passengers to East Pittsburgh, Turtle Creek, Pitcairn (the shops and the yards of the Pennsylvania Railroad are located here), and to Trafford City.

Ardmore.—Cars on this route leave Penn and Frankstown avenues and proceed via Frankstown avenue to Wilkinsburg and on the Ardmore right of way to East Pittsburgh and Wilmerding. The engineering difficulties encountered in building this line will present themselves to view along the right of way in the immense fills and cuts that were necessary. This is a picturesque route and can be made at the expense of three trolley fares each way, or 15 cents from the City.

Oakmont and Verona.—These cars operate from Braddock avenue and Forbes street to the towns of Oakmont and Verona, which are contiguous and lie along the Allegheny River 11 miles from the City. This community is one of the most popular resorts in this part of the State and is famous for swimming, boating, canoeing and summer camp features. The trolley route proceeds through a picturesque and rugged country for about 9 miles, and this is one of the most popular trips out of Pittsburg in the way of an enjoyable sight-seeing trip. Connections are made with the Oakmont and Verona cars at Braddock avenue and Forbes street from Routes 63, 64, 65, 66, and 67, and Routes 76, 87, 88 and 89 in Wilkinsburg.

West View Route.—On the North Side of the river, the West View Loop is recommended for a short sight-seeing trip, one route called the West View-Bellevue and the other called the Bellevue-West View line, numbered "10" and "15," respectively. The first crosses the Seventh Street Bridge and proceeds via North avenue, East street and the private right of way to West View, passing West View Park, and inbound by California avenue. No. 15 route crosses the Sixth Street Bridge and proceeds via Federal street, North avenue to Brighton road, Columbus avenue and California avenue, through Bellevue to West View. This line returns to the City via East street. Route 16, "Rodgers and Forest Avenues, Bellevue" has its terminus in Bellevue and does not go to West View or West View Park, so that the visitor will want to make sure of the route numbers.

Emsworth.—This Route, No. 13, follows the line of Route 15 as also the Avalon line, Route 14, but has its terminal in Avalon Borough between Bellevue and Emsworth. Beyond Avalon is Ben

Avon, and then Emsworth. There can also be seen the Davis Island Lock Dam of the United States Government, the first improvement in the Ohio River in the project known as the "Canalization of the Ohio River," which is being done by the United States Government at the expense of \$60,000,000.00. The Odd Fellows Orphans' Home is located at Ben Avon.

Sewickley.—This is a route of varied interest and takes the passenger from the terminal at Liberty avenue and Stanwix street via Penn avenue to Water street, passing the old Block House, crossing the Point Bridge, proceeding through the West End, and the great manufacturing town of McKees Rocks, thence to Neville Island to Coraopolis and on down the Ohio River to Stoop's Ferry across the beautiful new Sewickley Bridge. Over this bridge a splendid view of the Ohio River and Valley can be had. Sewickley is twelve miles below the City and is counted its most exclusive and aristocratic suburb. The homes in the Borough and on Sewickley Heights vie in splendor with residences anywhere in America, and the Sewickley trip is one that is to be greatly recommended. The Sewickley Bridge is a triumph in bridge engineering. Its main structure is cantilever with approach spans and half through Warren trusses. The floor is buckle plate and wood block reinforced concrete sidewalks, one on each side, 7 feet 7 inches wide. The distance center to center end bearings on abutments is 1,852 feet, 7 inches. The channel span is 750 feet. Two anchor arms are 300 feet each. Five spans are 79 feet and 2 inches each and one 118 feet, 10 inches. The roadway is 28 feet clear. The bridge was built in 1910-11, and carries the tracks of the Pittsburgh Railways Company. It has two river piers and two shore piers. It is free of tolls and cost the County of Allegheny \$537,438.67.

Up the Allegheny.—The Allegheny Valley line of interurban cars come into Pittsburgh via the Sharpsburg Bridge, Butler street and Penn avenue. The line comes down the Allegheny River from New Kensington, crossing the Allegheny River at Bouquet station on the Conemaugh Division of the Pennsylvania Railroad. The main line extends to Natrona through Tarentum and Brackenridge with transfers at the bridge.

McKeesport.—Route 56 to McKeesport via Second avenue, Glenwood Bridge and Homestead, will pass through Duquesne, where there is an immense plant of the United States Steel Company, and the cars will cross the river again at Dravosburg to the City of McKeesport. This route will give visitors a good view of the Monongahela River and the large manufacturing plants along its banks. The fare to McKeesport is fifteen cents.

Braddock and East Pittsburgh.—The route to East Pittsburgh, No. 55, proceeds on the same tracks as No. 56 to Homestead, but crosses the river again at the Rankin bridge and proceeds through Braddock, passing the Edgar Thomson rail mill of the Carnegie Steel Company and through the town of East Pittsburgh, passing also the Westinghouse Electric and Manufacturing Company's plant in that place.

CHAPTER XV

Motors and Motoring

Automobiles and Accessories.—Almost every American make of automobile is represented in Pittsburgh. The center of this line of industry is in the East End, though some agencies and supply houses are located downtown in the streets contiguous to the Grant boulevard, the main automobile route to and from the East End. Agencies of various cars, accessories, supplies and garages, will be found on the main East End thoroughfares; outer Penn avenue, Center avenue, on the Baum boulevard, and on Beatty and North Craig streets; also in Wilksburg on Kelly street and Ross avenue mainly. In the Oakland district, in the neighborhood of Forbes Field and Schenley Park, are the headquarters of some well-known and popular cars. Agencies of commercial trucks are mainly in the East End along the same streets as those of the general service cars, a Pittsburgh factory in line, the Lange truck at South St. Clair and Mignonette streets, and there are also assembling works, notably Ford's. There are service and repair stations in the main automobile commercial district for gasoline and electric vehicles, and also for radiator repairs; service and repair stations of various kinds will also be found along the Grant boulevard. All of the different makes of auto tires have agencies in Pittsburgh, located mainly downtown. There are many garages scattered over the City, and some of these have a towing and repair service in connection. Portable steel garages are also represented and there are many automobile liverys, several liverys running Packard cars only. There are repair and service stations in various parts of the City and suburbs, and the large towns about the City, and gasoline stations that afford all that is adequate in that line. On the North Side, or old Allegheny City, there is a representation of the various auto business interests in a manner distinct from those in other sections of the City. This is true also of the South Side district. A convenient and complete directory of everything pertaining to autos and their accessories and supplies will be found in the local telephone directories: the Bell and the Pittsburgh and Allegheny.

Automobile Parks and Parking.—In the congested streets of the downtown section, dating back, as has been noted, to Colonial days, and in the peculiar topography of the City, there is small opportunity and little room for parking purposes. Recently constructed fireproof

garages at Grant street and Oliver avenue and Sixth and Webster avenues are available. The court yard of the Allegheny County Court House, entered from Fifth avenue and from Diamond street is used for parking, but is of limited area. Autos can also be parked on the wharves. The length of time which a motor propelled vehicle can be left standing in the street, is fixed by a police regulation, thirty minutes only in certain streets; on side streets and those on which there is little traffic, autos can be left longer. Auto parking, except on public ground is a toll service; reasonable charges prevailing. With the great value of downtown property in Pittsburgh, it is most probable that the plots now used for auto parking will be built upon, and other parking plots be sought farther removed from the business section. Recently the wide portion of Second avenue, between Grant and Ross streets, is being used and the grounds at Duquesne way and Stanwix street, in the rear of the Jos. Horne Co.'s Department Stores, used by the patrons of that store. Here accommodations and a rest room for chauffeurs are also provided.

Standing Periods.—Vehicles of any kind are not permitted to stand for a period exceeding thirty minutes on certain designated streets, termed 12-hour periods. Moving of vehicles from one location to another for thirty minute periods, with the intent to evade the 30-minute rule, is not tolerated. The rule is rigidly enforced.

Automobiles—Traffic Regulations.—Strangers in Pittsburgh arriving in automobiles need instruction and advice. First, cautionary; second, from the standpoint of expediency. Traffic regulations are imposed by the Department of Public Safety, the police power of the city, and are rigidly enforced. Downtown there are policemen at all street corners from 7 A. M. to 6 P. M., who attend to their exacting duties with fidelity. Then there are certain streets on which vehicle traffic must move one way only. These streets are Third and Fourth avenues, between Grant street and Market street, and Smithfield and Wood streets—their whole length, which is between Water street and Liberty avenue. Vehicles must go north on Third avenue, or with the cars; there being but one car track on this avenue. Vehicles go east on Smithfield street, on the north or left track only, and west on Wood street, on the south or left track only; on each street, thus keeping parallel to the trolley cars. These regulations, now in use over two years, have been found to lessen the congestion on these streets, the routing of trolley cars one way alone has been a distinct improvement. The policeman on the corner directs traffic by hand signal or whistle. He also faces the moving column of vehicles. If his back is toward you do not try to cross; this position is sufficient notice to come to a full stop and await his signal to go ahead; his facing the moving traffic means the line is clear only in the direction the traffic is moving. It is not permitted to pass a street car to the right, which has stopped to take on or unload passengers; that is, go between the car and the curb, or stand so as to interfere when the car is taking on or discharging passengers. Autos must come to a full stop if the track

is not clear to the left, and downtown it is not wise to take chances on two-way streets; vehicles are not allowed to pass to the left of a waiting street car.

Certain vehicles have the right of way; police, fire department, emergency repair wagons, U. S. Mail wagons and ambulances have the right of way in any street and through any procession. Arrow signs, showing the direction of the traffic are shown on one-way streets. Vehicles must be driven and stand headed in the direction the traffic is moving; a vehicle waiting at the curb must give place promptly to one about to take on or let off passengers, and it is not permissible to break into a traffic line. It is a requirement to take a place at the end of the line when it comes to you. On the approach of fire apparatus, or vehicles having the right of way, drivers or other vehicles shall immediately draw their vehicles as near as practicable to the right hand curb and bring them to a standstill, except on one-way streets, when they shall draw up to either curb.

When two or more vehicles arrive at a street intersection at the same time, the vehicle to the right of any driver shall have the right of way. It is advisable to always stop as near the curb as possible, headed in the direction of the traffic. Overtaking or passing a street car, drivers must exercise due caution not to interfere with or injure passengers getting on or off the car. One important thing to remember is, not to stand a vehicle within 20 feet of a fire plug. These general directions herewith are worthy of special mention and should be memorized:

For your own safety follow the corner signs:

WALK RITE.

DRIVE RITE.

KEEP TO THE RIGHT.

MOVE WITH THE TRAFFIC.

CROSS AT THE CROSSINGS.

BE CONSIDERATE. Assist the Traffic and Motorcycle Police.

GO SLOW. Blow your horn when passing children and vehicles, around corners and approaching crossings. Speed limit 1 mile in 2½ minutes, equals 24 miles per hour

STOP AT STREET CAR CROSSINGS—AT RAILROAD CROSSINGS. Behind street cars taking on or discharging passengers. At auto wrecks, give First Aid to the injured, and notify the first policeman you meet.

KEEP TO THE RIGHT. Don't pass other autos when on a curve when both are going in the same direction. Don't pass more than two abreast when on any public thoroughfare. Don't cut corners. Save damage suits and repair bills.

USE THE CHAINS. On wet and slippery streets. Save damage to property and loss of life. Look straight ahead and avoid accidents.

GIVE SIGNAL. By extending hand, by stopping or turning.

REMOVE HEADLIGHT GLARE while in the City limits. Use side lights. Be sure to lock your machine when left standing to avoid theft.

GIVE WARNING SIGNAL at all street crossings of your approach.

INSPECT YOUR BRAKES. Use service ordinarily, the emergency when necessary. Keep your mufflers and sirens closed.

INCLUDE FIRE EXTINGUISHERS in your equipment. In case of theft notify Police Department.

Caution and care are at all times requisite in traversing Pittsburgh's streets, especially in motor propelled vehicles. The increasing number of fatalities is surely deplorable, and the carelessness of drivers and pedestrians alike may be considered to play an equal part in causing accidents. There are several danger points at which it is very necessary to have the machine under complete control, and that means going slowly. Many of these danger points will be recognized on sight. Some are indicated by red warning signs erected by the Department of Public Safety, placed upon trolley and telegraph poles. These red signs read "DANGER," sometimes indicating the speed to which the machine must be slowed down. Others in blue are cautionary and read "SCHOOL, GO SLOWLY." Pay attention to these signs. An especial point of danger to pedestrians is on Grant boulevard, at Washington place, where the foot bridge over the Pan Handle R. R. tracks affords the outlet for pedestrians to the Pennsylvania station at Liberty avenue and Eleventh street. Thousands of motor vehicles pass this boulevard point daily, proceeding in both directions, and thousands of foot passengers use this bridge, and in spite of care and speed regulations, many accidents have occurred at this point. Motorcycle policemen patrol the boulevards and "speed fiends" are rigidly hunted down. The point at the Washington place bridge is the beginning of a long grade going East, and it seems necessary to have a good headway for the car, but the fact that this is a danger point seems also a necessary fact to impress upon auto drivers. There are other police regulations as to motor vehicles in regard to the prohibition of cut-offs and glaring lights, which will be wise for all concerned to learn and obey. In the thronged and vehicle congested streets of the old sections of Pittsburgh, it is wise, therefore, to observe the traffic regulations, obey the cornerman, avoid speed, note warning signs and be more than ordinarily careful. There is opportunity for fair going within the bounds of reason in other parts of the City for those who must speed. In Pittsburgh as to speed—remember, common sense is a good rule to go by. Besides the boulevards, the less frequented streets of the Schenley Farms tract, and the Shadyside district, and on the North Side, are favorite grounds for motoring, and the well kept park roads are always available.

There is a growing sentiment throughout the country for uniformity in the regulation of street traffic which shall be reasonable as well as enforceable. This sentiment has been crystalized into practical form by the compilation of a standard code of traffic regulations by the Street Traffic Committee of the Safety First Federation of America. The aim in the compilation has been to meet the needs of

all communities. Many of these regulations are already in force in Pittsburgh, and incorporated in the code regulating street traffic which has been referred to in the preceding article under the head "Traffic Regulations." Details of the movement for nation wide traffic rules can be had by addressing Raymond M. Slotter, Secretary, care Department of Public Safety, Philadelphia, Pa. The compilation of this code has been under the direction of John Gillespie, Police Commissioner of Detroit, Michigan. The publication of the code was announced for February, 1916.

Parking of Private Cars Downtown.—This is permitted 24 hours each day on Duquesne way or Allegheny wharf from Stanwix street to the Exposition Building and on the Monongahela wharf parallel with Water street from Penn avenue to Smithfield street. Standing on driveways will not be allowed.

Standing on driveways of wharves will not be allowed.

Parking of Theatre Cars is not permitted on Fourth or Fifth avenues; Oliver avenue, from Grant street to Liberty avenue; Federal street (Sixth), Liberty to Duquesne way; Sixth avenue from Smithfield street to Cherry way. In order to facilitate traffic and provide a thoroughfare to Grant boulevard, cars and other vehicles are not permitted to stop on "Oliver avenue between Liberty avenue and Grant street" except only for the receiving and discharging of passengers.

The 30-Minute Rule.—"Day-light" applies to the following streets twelve hours each day, Sundays excepted, from 6 A. M. to 6 P. M. Parking permitted from 6 P. M. to 6 A. M.

Grant boulevard, from Seventh avenue to Center avenue.

Fifth avenue, from Grant street to Penn avenue, excepting from 6 P. M. to 6 A. M.

Webster avenue, from Grant street to Seventh avenue.

Sixth avenue, from Smithfield street to Liberty avenue.

Federal street, from Liberty avenue to Bridge, excepting from 6 P. M. to 6 A. M.

Smithfield street, from Water street to Liberty avenue.

Wood street, from Water street to Liberty avenue.

Market street, from Water street to Liberty avenue.

Penn avenue, from Fifth avenue to Eleventh street.

Liberty avenue, from Fifth avenue to Seventh avenue.

Water street, from Ross street to Liberty avenue (on the north side of street).

Ross street, from Diamond street to Water street.

Stanwix street, between Liberty avenue and Penn avenue.

Sandusky street, from Liberty avenue to Penn avenue.

Anderson street, from Liberty avenue to Penn avenue.

Tenth street, from Liberty avenue to Penn avenue.

Eleventh street, from Liberty avenue to Penn avenue.

Fifth avenue, from Liberty avenue east to the High School.

Forbes street, from Ross street east to Marion street.

Grant street, from Water street to Liberty avenue.

Liberty avenue, from Ferry street (on the south side of the street), and Fancourt (on the north side of the street) to Twenty-eighth street.

Penn avenue, from Fancourt street (on the south side of the street) and Stanwix street (on the north side of the street) to Thirty-fourth street.

First avenue, from Ross street to Blockhouse way.

Second avenue, from Ross street to Blockhouse way.

Third avenue, from Ross street to Blockhouse way.

Diamond street, from Ross street to Liberty avenue.

Cherry way, from Fifth avenue to Water street.

Graeme street, from Fifth avenue to Market street.

Wylie avenue, from Fullerton street to Fifth avenue.

Fullerton street, from Bedford avenue to Center avenue.

Duquesne way, from Stanwix street to Federal street.

South Side Streets:

Carson street, from Sixteenth street to Point Bridge.

Carson street, west, from Sixteenth street to Wabash avenue and West Carson street.

Smithfield street, from Carson street to the south end of Smithfield Street Bridge.

North Side Streets.—

Federal street, north from bridge to North avenue.

Robinson street, from Federal street to Exposition Park.

East street, from North avenue, north to Madison avenue.

Madison avenue, from North avenue, to East street.

East End Streets.—

The 30-minute rule applies to the following streets 24 hours each day, Sundays excepted.

Penn avenue, from Whitfield street east to P. R. R. bridge.

Frankstown avenue, from Penn avenue to Station street.

Collins avenue, from Penn avenue to Broad street.

Highland avenue, from Center avenue to Broad street.

Whitfield street, from Penn avenue to Baum boulevard.

Baum boulevard, from Grant boulevard to Highland avenue.

Center avenue, from Penn avenue to Highland avenue.

Sheridan avenue, from Center avenue to Penn avenue, cars are not permitted to stop except for receiving and discharging of passengers.

SPECIAL RULES FOR VEHICLES.

Passing, Turning, Crossing, Stopping, and Importance of Keeping to the Right.

SECTION 1. A vehicle, except when passing a vehicle ahead, shall keep as near the right hand curb as possible, except as hereinafter provided.

SEC. 2. A vehicle meeting another vehicle shall pass to the right.

SEC. 3. On an avenue or street divided longitudinally by a parkway, walk, sunken way or viaduct, vehicles shall keep to the right of such division.

SEC. 4. A vehicle turning into another street to the right shall turn the corner as near the right hand curb as practical.

SEC. 5. A vehicle turning into another street to the left shall turn around the center of intersection of the two streets.

SEC. 6. A vehicle crossing from one side of the street to the other shall do so by turning around in the direction the traffic is going.

SEC. 7. No vehicle shall stop with its left side to the curb, except on established cab, hack and truck stands, and in streets where and when one-way traffic is directed.

SEC. 8. No vehicle shall stand backed up to the curb, except when actually loading or unloading, and if said vehicle is horse-drawn, and has four wheels, the horse or horses must stand parallel to the curb and face in direction of traffic. No vehicle shall stand so backed up if it interferes with or interrupts the passage of other vehicles or street cars.

SEC. 9. No vehicles shall back to make a turn in any street, if by so doing it interferes with other vehicles, but shall go around the block or to a street intersection sufficiently wide to turn in without backing.

SEC. 10. Slow-moving vehicles, except on one-way streets where track is given to slow-going vehicles, shall keep as close as possible to the curb on the right, so as to allow faster moving vehicles free passage on the left.

SEC. 11. No person having charge of a vehicle shall allow the same to come within ten feet of another vehicle in front of him when approaching or passing over a crossing.

SEC. 12. Standing of vehicles unnecessarily on restricted streets forbidden, and unless loading or unloading, not allowed longer than thirty minutes during traffic hours.

Article II. Signals.

SECTION 1. In turning out, or slowing up or stopping, the following code of signals shall be used, viz.:

Right hand extended means turning out to the right.

Left hand extended means turning out to the left.

Hand extended high with palm forward means going ahead.

Hand extended high with palm backward, means "hold up, I am going to stop."

SEC. 2. In turning, while in position, or in starting to turn from a standstill, a signal shall be given by raising the whip or hand, indicating with it the direction in which the turn is to be made.

SEC. 3. Before backing, full warning shall be given by voice or

uplifted hand; and while backing, care must be exercised not to collide with anything in the rear.

SEC. 4. One blast of police whistle indicates that traffic shall stop. Two blasts that traffic may proceed. Vehicles and street cars shall stop so as not to interfere with the passage of pedestrians at the crossings. Three or more blasts is the signal of alarm and indicates the approach of a fire engine or some other danger.

SEC. 5. No vehicle shall be used on any street or highway unless provided with lights, sound signals and license plates as prescribed by law.

SEC. 6. Traffic officers stationed at corners, either facing or with back turned to the line of traffic, indicates that the street is closed; standing with side view indicates that street is open.

SEC. 7. No street car, automobile, motorcycle, or other vehicle, shall be permitted to use any brilliant acetylene, electric, or other headlight, unless properly shaded, so as not to blind or dazzle other users of the highways, or make it difficult or unsafe for them to ride, drive, or walk thereon.

Copies of these rules can be obtained from the traffic officers at the corners, and at all police stations, or by mail upon written request to the Department of Public Safety.

Pittsburgh Branch, Ford Motor Company.—Probably as interesting a place as is found in the City for a visitor is the new assembling plant and service station of the Ford Motor Company, located near the Shadyside Station (Pennsylvania Railroad), at Baum boulevard and Morewood avenue. It is the home of the famous "Ford, the Universal Car." This building is of the most modern design, eight stories in height, 219 by 167 feet, containing over 180,000 square feet of floor space. It is of pressed brick and reinforced concrete construction. The plant is the sixth largest in the chain of Ford Assembling Plants in the country, containing the most modern conveniences and up-to-date machinery and equipment that can be found in any automobile factory. This plant has a capacity for building 100 automobiles per day, which are distributed throughout Pennsylvania, Ohio, West Virginia and Maryland, and employs approximately 350 people. The plant is easily accessible from the Pennsylvania Railroad, being one square from the Shadyside station, and from trolley lines, east-bound cars of the Center and Negley, Lincoln avenue, Bloomfield and East Liberty Express lines. Visitors are always welcome each working day, from 9:00 A. M. to 4:30 P. M. Guides make regular trips over the plant every hour, starting on the hour.

The Pennsy Car—"The Car named by the People" is made by the Pennsy Motors Co. of Pittsburgh at their factory, Pennsylvania avenue, near Allegheny avenue, North Side, reached by Routes 18 and 19.

ROADS AND ROAD TOURS:—The roads of Allegheny County can be defined under two heads—roads that have been improved, and the old style dirt roads. The complete mileage of improved roads to January 1, 1916, amounts to 520.5 miles, which also includes 34.78 miles of various types of road now under construction. The road system consists of water-bond macadam, macadam-asphalt seal coat; macadam-asphalt penetration; asphaltic concrete; brick and concrete types. The total mileage of public roads in the county is 1751 miles, or about 1230 miles of dirt road not yet improved.

The main automobile roads leading into the city are the Brownsville Road; the Washington Road; the Noblestown Road; the River Road (Coraopolis to Pittsburgh), on the south side of the Monongahela and Ohio rivers; the Greensburg Pike, and the Saltsburg Pike from the east; the Kittanning Pike; Freeport Road; Evergreen Road, and the road merging into Brighton Road, on the North Side; this highway connecting with the County improvements in Emsworth and thence to the Sewickley district, and on down the Ohio River. As a matter of more accurate information, the Route Book of the Pittsburgh Auto Club, and the ordinary Blue Book for autoists are available.

The large boroughs of the county, such as Homestead, Duquesne, Clairton, Braddock, East Pittsburgh, Wilmerding, Verona, Tarentum, Sewickley, Carnegie and Bridgeville, and the City of McKeesport, are connected with the City by improved roads, and information along the lines of data concerning these roads will be found in the books above referred to.

The Lincoln Highway.—This now noted way enters Pittsburgh from Wilkesburg via Penn avenue, thence to Beatty street, to Baum boulevard, to Craig street, to the Grant boulevard to Oliver avenue, to Liberty avenue to Water street, over the Manchester Bridge at the Point, to Galveston avenue, to Ridge avenue, to Irwin avenue, to Pennsylvania avenue, to the Brighton road and thence to Lincoln avenue, Bellevue, and on west following the old Beaver road of early days.

The route as given above is that obtained from the Bureau of Highways, Department of Public Works, of the City of Pittsburgh. While the old Union Bridge at the Point was down, and the new Manchester Bridge was under construction, the Highway was routed over the Federal Street Bridge from Liberty avenue to Stockton avenue, to Sherman avenue, and through the West Park, and along Western avenue, and the signs marking this route have been left up. This route may be taken as a variation.

CHAPTER XVI

Rivers and Improvements

The Pittsburgh Harbor, The Pittsburgh and Lake Erie Canal

Rivers and River Transportation.—The three rivers have been most effective in the development of Pittsburgh as an industrial center, and have been the chief carriers of coal since mining became one of the principal industries of the Pittsburgh district. The Monongahela River is what rivermen dominate a "slackwater" river, having fifteen dams and locks which extend navigation throughout the year to Fairmont, West Virginia, 130 miles south of Pittsburgh, the river flowing north. There are three locks and dams in the Allegheny River, the third at Natrona, 24 miles above the City. The first dam and lock on the Ohio River was opened in 1885 and is known as Davis Island Dam. It reaches from Bellevue to the island of that name opposite. Between Pittsburgh and the Ohio State line there are seven locks and dams completed and in operation. These improvements on the Ohio have been called and are now known as the "Canalization of the Ohio" and will be completed to Cairo, Illinois. The work is done by the United States government, and includes 54 dams in all, at a possible cost of sixty million dollars at the minimum; the average cost of a dam and lock is about one million dollars. The United States government purchased the locks and dams of the Monongahela Navigation Company, made them free, and erected six additional; they also built the three locks and dams on the Allegheny. About twelve million tons of freight are moved on the Monongahela annually, three-fourths of which is coal. From Davis Island Dam on the Ohio to Lock No. 1 on the Monongahela River, immediately above the Second Avenue Bridge, and up the Allegheny as far as Lock No. 1 on that river, about Eighteenth Street, the pool is known as The Pittsburgh Harbor, being a "Y" shaped basin providing a minimum depth of six feet throughout the year. Pittsburgh has a water front of 28 miles.

Passenger service on the rivers is about over; several small packets still ply to and from points on the Ohio River as far as the Kanawha, and up that stream to Charleston, West Virginia. During the Mardi Gras festivities in New Orleans, excursions are made by boats from Pittsburgh to New Orleans and return, the trip lasting about four weeks. There are no packets on the Monongahela River, which is to be regretted, as the scenery on the upper river is most beautiful. Several boats operate during the summer season on short excursions afternoon and evening, and on Sundays and holidays, proceeding as far as Economy on the

Ohio River, and Braddock and Homestead on the Monongahela. There is dancing on the boats and the excursions are largely patronized affording a visitor a good view of the manufacturing plants on the two rivers from Braddock to Ambridge. Fares are moderate.

The coal export business is carried on under the old method of towing, which is a misnomer, as our boats, which are stern wheelers, "push" the so-called tow instead of pulling it, but the term "towing" has become fixed in river parlance and this explanation seems necessary.

A recent report from the Secretary of the Department of Commerce in Washington registers 244 steam vessels at the Port of Pittsburgh, with a gross tonnage of 33,712; he also registers 20 barges of 1462 tons, a total of 264 craft, and 35,174 tons. Many hundred barges and coalboats used for the transportation of coal to Southern cities are not registered. The United States Government maintains a Customs Office in Pittsburgh, the Collector of the Port having his offices in the government building on Smithfield street, usually referred to as the Post Office Building.

The Lake Erie and Ohio River Canal.—The idea of connecting Pittsburgh with Lake Erie by a canal following the Beaver and Mahoning Rivers originated with George Washington. In 1889 the State of Pennsylvania at the instance of Andrew Carnegie, appointed a commission to survey a route for such a canal. This commission pronounced the project feasible. In 1895 the Chamber of Commerce appointed a provisional committee on the subject, which also approved the project. In 1905 the Lake Erie and Ohio River Canal Company made an investigation which demonstrated the feasibility and profit of such a waterway. In December, 1911, the Lake Erie and Ohio River Canal Association was formed for the purpose of having the canal built with the proceeds of bonds issued by counties in Western Pennsylvania, Ohio and West Virginia, some thirty-five or forty in number, which would be benefited by the construction of the waterway, with the idea also that the United States Government would assist by deepening the Ohio River and constructing a harbor at Lake Erie. The Association secured all necessary legislation in the three States and also a favorable report from the National Waterways Commission, which latter was founded upon investigations made by the United States Government engineers. In 1913 the Association secured the passage of an act authorizing the Governor of Pennsylvania to appoint a Board to locate the route of the canal and estimate its cost and to supervise the work of construction. An appropriation of \$25,000 was also made by the State for the Board's expenses. In 1914 a Board of five members was appointed under this legislation and did much work. In 1915 a further appropriation of \$150,000 was made.

In October, 1915, a new Board of seven members, including representatives from Ohio and West Virginia, as well as from Pennsylvania, was appointed. Following its report elections will be held in all the counties of the canal district upon the question of issuing bonds. The canal project has been pronounced feasible, necessary and profit-

able by the most eminent waterway engineers in the United States. It is expected to greatly reduce the cost of carrying coal, iron ore and heavy manufacturing material between the Ohio River and the Great Lakes and to vastly build up the industries, population and prosperity of the whole canal district. It will also greatly help to relieve the congestion of traffic on the railroads. It will also provide an additional means of defense, as small vessels of war and munitions of war can be quickly and safely transported over it between the Mississippi Valley and the Atlantic Coast.

The canal will begin at the mouth of the Beaver River and follow that stream to where it is formed by the junction of the Mahoning and Shenango Rivers; thence it will follow the former stream to Niles, Ohio, from whence it will pursue the valley of Mosquito Creek to the summit level where there will be a stretch of 31 miles without a single lock. At the northern end of the summit level the canal will descend into the valley of the Grand, following that river and Indian Creek to Lake Erie at the mouth of the latter stream. The canal will be 103 miles, one-half of which will consist of deepening and straightening the channel of the Beaver and Mahoning Rivers. It will have short branches to Warren, Ohio, and New Castle, Pennsylvania. The Ohio River is already canalized from Pittsburgh to the mouth of the Beaver River. This, by the system of locks and dams erected by the United States Government and under Government control. The canal will probably be 12 feet deep and 178 feet wide. It will have in all 26 locks. Its capacity will be about 40,000,000 tons. It will carry self-propelled barges having a capacity of 2500 to 4000 tons. Its cost is estimated at about sixty million dollars. It is located at the point where the Ohio River and Lake Erie are nearest together and on the lowest land divide between the Allegheny Mountains and the Mississippi River, also in the greatest tonnage district in the world.

When this canal is opened, the New York-Erie Barge Canal in operation and the Ohio River improved all the way from Pittsburgh to Cairo, all of which can be accomplished by about 1922, it will be possible to go by water from Pittsburgh to 27 states, Canada, the Gulf of Mexico, and the Panama Canal without change. The Board is officially the Lake Erie & Ohio River Canal Board, with offices at 1503 to 1509 Farmers Bank Building, corner Fifth avenue and Wood street.

Locks and Dams.—Those interested in these river improvements will find the short trip to Lock No. 1 on the Monongahela River very instructive. This lock is close to the large tube mill of the Pennsylvania Tube Co., on Second avenue. It is reached by Routes 55, 56, 57 and 58. Cars stop at the Lock. Davis Island Dam, the first improvement on the Ohio River, has its north end in Bellevue. This, too, is a government lock and dam 1200 feet long, known as a movable dam in distinction to the Monongahela which are fixed. Davis Island Dam is reached on the south shore by Routes 23 and 24 and on the north shore by Routes 13 and 14.

CHAPTER XVII

East Pittsburgh, West Pittsburgh

Industrial Towns: Wilmerding, Monessen, etc. The Westinghouse Industries; The Garland Industries

EAST PITTSBURGH.

The Westinghouse Industries.—The name Westinghouse is linked indissolubly with Pittsburgh not only in the air brake and the great works at Wilmerding, the town the Air Brake Company founded, but also in other great works in the Turtle Creek Valley.

The boroughs of Turtle Creek and East Pittsburgh form the location of the main plant of the Westinghouse Electric & Mfg. Company, Westinghouse Machine Company, and the Pittsburgh Meter Company.



WESTINGHOUSE ELECTRIC AND MANUFACTURING COMPANY
EAST PITTSBURGH

The Greensburg pike, forming a part of the Lincoln Highway, extends through and across the Pennsylvania R. R. into the borough of Turtle Creek. Soon after entering this borough proceeding westward, to the left is seen the mammoth works of the Westinghouse Electric & Manufacturing Company, which extend through Turtle Creek into East Pittsburgh for a distance of over a mile.

The Westinghouse Electric & Manufacturing Company manufactures a widely varied line of electrical apparatus covering practically almost everything electrical.

The Company was organized in 1886, by the famous inventor, George Westinghouse, and began operations in the Garrison alley plant, Pittsburgh, Pa., with about 200 men. In 1895 the plant was moved to East Pittsburgh, and now occupies over 76 acres of floor space, and employs over 20,000 people, with a pay roll approximately one and three-quarter million dollars a month. To furnish energy for this immense plant a power house of 20,000 horsepower is required. The average output is nearly four million dollars a month. To ship this enormous amount of material turned out by this plant requires over 800 cars per month.

Among the products built are generators from 1-10 to 70,000 kilowatts; motors from 1100 horsepower to 10,000 horsepower.

To traverse all of the buildings in the entire works would require a walk of over ten miles. Installations of electrical apparatus made and installed by the company are to be found in every civilized country on the globe.

The Company maintains a Relief Department, Savings and Pension Fund for the benefit of its employees; has always occupied a leading position in the equipment of its machinery with safety devices.

In addition to the works at East Pittsburgh, the Company owns plants at Pittsburgh, Pa., Newark, N. J., Cleveland, Ohio, and Bridgeport, Conn.; and the works of the Westinghouse Lamp Company, a subsidiary corporation at Bloomfield, N. J., Milwaukee, Wis., and New York City.

East Pittsburgh and Turtle Creek are stations on the main line of the Pennsylvania Railroad, reached by local trains from the Pennsylvania Station, Pittsburgh, and the towns are also traversed by trolley lines. Routes 55, 63, 64, from downtown, and Route 87, Ardmore line, from East Liberty, at Penn and Frankstown avenues.

WILMERDING

The first train equipped with air brakes was the Steubenville Accommodation, on the P. C. C. & St. L. Ry., in 1869. On the trial run, the superiority of the air brake over the hand brake was so forcibly demonstrated, that it was not long until numerous roads in various parts of the United States began to apply it to their rolling stock, and today it is the standard brake appliance on practically every railroad in this as well as in most foreign countries. The air brake, conceived

in the fertile brain of the man whose name will ever be linked with it, has played a most important part in the material progress of the world and occupies a worthy place among the foremost inventions of all ages.

The Westinghouse Air Brake Company was organized in 1869 and is the oldest of the Westinghouse group of industries. It began business in that part of Pittsburgh, formerly known as Allegheny, with a very small force, and in 1890 moved to a site east of Pittsburgh, where it founded the town of Wilmerding. The business has grown steadily from year to year, so that at the present time the works and yards of the Westinghouse Air Brake Company occupy about thirty acres, including over twenty acres of floor space.

The plant is the largest brake building factory in the world and



WESTINGHOUSE AIR BRAKE COMPANY, WILMERDING

has a capacity of 1000 sets of brake equipment per day. The Company has a force of 4,500 employees, and carries a pay roll of \$300,000.00 per month. The shipment of finished product per month averages 200 to 250 carloads.

Statistics show that over 3,000,000 freight and passenger cars and 80,000 locomotives in this country alone have been equipped with Westinghouse Air Brakes, and more than 6,500 locomotives have been supplied with Westinghouse Friction Draft Gear.

It should be briefly stated that the function of the Air Brake is two-fold; first, to stop the train in the shortest possible distance when necessary; and secondly, to enable short, smooth and accurate stops in regular operation.

The Air Brake makes possible the hauling of heavier cars and longer trains; in fact, makes the heavy, high-tonnage train freight a possibility.

The Air Brake makes possible faster and more frequent train service, as much, or more, than powerful locomotives, or a good road-bed, because train control is just as vital as tractive power.

The Air Brakes are much more powerful than the locomotive that pulls the train. A heavy passenger locomotive requires 10 minutes in time and perhaps 6 miles in distance to develop energy that the train brakes will dissipate in 20 seconds and within a distance of from 1,000 to 1,200 feet.

The following comparison shows conditions affecting train control in the early days of the Air Brake and what is involved today in meeting the wonderful changes that have taken place in maximum weights of locomotives, and cars, train speeds, train frequencies, etc., changes which were made possible and practicable largely by the air brake.

	In 1869	In 1916
Weight of locomotives on drivers	79,000 lbs.	730,000 lbs.
Total weight of locomotives.....	90,000 lbs.	830,000 lbs.
Light weight of freight cars.....	9,000 lbs.	62,000 lbs.
Carrying capacity of freight cars....	14,000 lbs.	180,000 lbs.
Number of cars in freight trains.....	15	130
Length of freight trains.....	450 feet	5,200 feet
Carrying capacity of freight trains...	300 tons	7,000 tons
Weight of passenger cars.....	20,000 lbs.	175,000 lbs.
Schedule speeds of passenger trains...	30 m. p. h.	60 m. p. h.

Wilmerding, the home of the Air Brake, lies fifteen miles east of Pittsburgh on the main line of the Pennsylvania Railroad, and may be reached by trains leaving Pennsylvania Station at quite frequent intervals. Visitors are welcome and will be shown through the works of the Company between 8:00 A. M. and 5 P. M. Full information may be obtained from the Company's city office in the Westinghouse Building, corner Anderson (Ninth street) and Penn avenue, Pittsburgh, Pa.

Industrial Plants.—Just how Pittsburgh industry reaches out and establishes towns and extensive works is exemplified in several ways by two examples, first,

Pittsburgh Steel Company, with general offices in Pittsburgh, Pa., and branch offices in New York, Chicago, San Francisco, Duluth, Memphis, Dallas, and warehouses in principal shipping centers throughout the United States. The company's plants are located at Monessen and Glassport, Pa., in the Pittsburgh District and its iron ore mines in Minnesota. The Monessen plant consists of blast furnaces, pig iron machines, basic Open Hearth steel furnaces, blooming mills, billet mills, rod mills, wire mills and finishing departments for completing the manufacture of their complete line of steel and wire products. The Glassport plant consists of finishing departments for the manufacture of steel hoops, steel bands and cotton ties. Products manufactured

by Pittsburgh Steel Company under their "Pittsburgh Perfect" brand, and produced in their own furnaces and mills from the ore in their mines to the finished material, are as follows: Iron ore, pig iron, blooms, billets, wire rods, bright, annealed and galvanized smooth wire, barbed wire, hard spring coil wire, two-strand twisted cable wire, telephone wire, straightened and cut wire, bale ties, poultry netting staples, wire fence staples, regular and galvanized steel wire nails, smooth foundry and plaster board nails, steel hoops, steel bands, cotton ties, and "Pittsburgh Perfect" electrically welded wire fencing; also electrically welded pipe-frame gates. Both Monessen and Glassport plants are reached by trains of the New York Central Lines, which leave Pittsburgh at the Pittsburgh and Lake Erie Railroad depot. The Monessen plant can also be reached by the Pittsburgh-Charleroi interurban trolley line.

West Pittsburgh and the Garland Industries.—Prominent in the industrial life of Pittsburgh is The Garland Corporation with its constituent interests, whose general offices are in the Bailey-Farrell Building at 523 Third avenue, corner of Ross street. The Garland Corporation is the sole owner of various corporations engaged actively in business. Their underlying companies are—

The Safety-Armorite Interior Co., manufacturers of rigid steel and flexible steel conduits for electrical interior construction; the Garland Nut and Rivet Co., manufacturers of all styles and sizes of rivets, cold punched nuts and pump chain; Woodhouse, Bopp & Co., manufacturers of fancy dress and shirting silks, and the West Pittsburgh Realty Company, owners of many residences at West Pittsburgh, and that town's various utilities, lighting, water supply, etc. The various plants of the company are located at West Pittsburgh, on the Pittsburgh & Lake Erie Railroad, and the Baltimore & Ohio's main line to Chicago. Visitors to the Garland enterprises are admitted upon permit secured from the general office of the corporation. The manufacturing plants are on the stretch lying between the railroad and the river. The town proper lies at a slight elevation above the manufacturing district. As East Pittsburgh is a comparatively recent community that has grown up with the vast Westinghouse interests centered there, so too, West Pittsburgh typifies the Garland Corporation industries, and the town building incidental to, and growing with their industries.

Note that while East Pittsburgh is a near suburb of Pittsburgh proper, reached by trolley lines, and distant but twelve miles via the Pennsylvania Railroad, West Pittsburgh is in Lawrence County, nearly an hour's ride from Pittsburgh and distant from East Pittsburgh about 47 miles. West Pittsburgh in Lawrence County, is not to be confounded with West Pittsburgh Terrace.

West Pittsburgh is a distinctively industrial town embodying all that is modern and essential to such towns, and it is not to be considered an immediate suburb of Pittsburgh, though carrying the city's name.

CHAPTER XVIII**Commercial Organizations****CHAMBER OF COMMERCE OF PITTSBURGH**

Visitors to Pittsburgh are cordially invited to call at the rooms of the Chamber of Commerce, located on the sixteenth floor of the Keenan Building, Liberty avenue and Sandusky street, where this organization occupies the entire floor, and offers a splendid view in all directions of the City and its environs. The Chamber of Commerce is a business men's organization promoting the civic and commercial welfare of the City, as well as the State and Nation.

The extensive activities of the Chamber in behalf of Pittsburgh are numerous. Prominent among them is the work of the Convention Bureau, now one of the most important lines of effort of the Chamber, benefiting all lines of business, both wholesale and retail. With the ample hotel facilities and the Mechanical Hall at the Exposition, adequately equipped for exhibit purposes, and the Music Hall as an auditorium for as many as 10,000 persons, Pittsburgh, the industrial center of the world, is attracting much interest throughout the country as a place for holding conventions. Already, the Convention Committee has booked a number of very important commercial organizations to hold their conventions in this City, and there are very good prospects of securing others for 1916 as well as 1917.

The members of the Chamber of Commerce, acting together, are always on the alert to improve conditions affecting business and private life. During the sessions of the Pennsylvania Legislature nothing was left undone to secure the force of united action against destructive, and in behalf of constructive measures affecting corporation and private interests.

The Traffic and Transportation Department of the Chamber of Commerce offers increased facilities for shippers and receivers of freight, adjustment of rates, co-operation between transportation interests and the shipping public and promoters of the welfare of both.

The work of the Charities Endorsement and General Subscription Investigation Committee is becoming a valuable asset to business men who are daily solicited for contributions and subscriptions. It is the object of this special work to find out the merit of any solicitation and to protect those who are inclined to assist from being victimized.

The Retail Merchants Association, recently organized by the Chamber, will in the new rooms find facilities for carrying on their work in behalf of the retail mercantile interests.

The proposed establishment of a Wholesale Merchants Association, and other departments intended to give especial attention to the lines of interest to the various trades represented in the Chamber, will also find facilities for active work closely associated with the Chamber itself in their new quarters.

After many years of effort the Chamber of Commerce will occupy, about April 1st, 1917, the entire second floor of the Chamber of Commerce Building. This will give about 20,000 square feet of floor space and enable provisions for an auditorium seating 500 persons, dining, lounging and club rooms and other features found in Chambers of Commerce in the leading cities of the country.

New York, Boston, Cleveland, Detroit, and Cincinnati all have their Chamber of Commerce Buildings. All of them are a credit to the energy and enterprise of their leading business men. Pittsburgh's Chamber of Commerce Building with its accommodations will be second to none of these cities. The new home will be in keeping with the rank and position which this body now occupies among the members of the commercial organizations of the United States. The building will comport in dignity and character with the institution which it will house. The extensive activities of the Chamber in behalf of Pittsburgh and its surrounding suburbs will be promoted and stimulated through the accommodations and facilities the building will provide. (For cut of building see frontispiece.)

Mr. D. P. Black is president of the Pittsburgh Chamber of Commerce, and Mr. Logan McKee, secretary.

Boards of Trade.—In addition to the Chamber of Commerce as promoters of the industrial and mercantile interests of Pittsburgh there are Boards of Trade in different sections of the City, in the contiguous boroughs and surrounding towns. Chief among those in the City are the Pittsburgh Board of Trade, at 205 Shady avenue, East End, the Hill Top at Warrington and Arlington avenues, Allentown, the Uptown Board of Trade in the Fifth avenue wholesale district, The North Side, in the old Allegheny City Hall, at Ohio and Federal streets; the Lawrenceville; the Oakland; the Mt. Washington and Duquesne Heights, etc. These Boards aid also in civic improvements and are alive always to the presentation and enlargement of Pittsburgh's progress and Pittsburgh's fame.

Business Associations:—A praiseworthy and admirable organization of young business men of Pittsburgh banded together in a social way and working along "boosting" lines, is the Young Men's Business Club, of Pittsburgh which has its club rooms and headquarters on the tenth floor of the Keenan Building at Liberty avenue and Sandusky street (Seventh). It has a membership in "The Young Men's Business Clubs of America." Membership is limited to those between the ages of 21 and 38 years. Regular semi-monthly business meet-

ings are held the 1st and 3rd Thursdays, also noon luncheons usually at the Fort Pitt Hotel, on which occasions men of local and national prominence deliver addresses.

Retail Druggists Association.—The Western Pennsylvania Retail Druggists Association, Inc., has its offices in the Bessemer building at Federal street (Sixth) and Duquesne way. This association was organized in 1898. Its aims are to unite the pharmacists and druggists of Western Pennsylvania; 1st, to encourage the proper relationship between the druggists and the people. 2d, to encourage the study of the Science of Pharmacy by diffusing practical knowledge. 3d, to protect honorable pharmacists from dishonorable men in the practice of their profession. Visitors interested in this line will find the secretary in attendance daily.

Comfort Stations—See Public Comfort Stations.

Commissions.—The Pittsburgh Industrial Development Commission is a "Booster Organization" that has exerted its energies for the past five years. Organized for a three-year term in October, 1911, it still continues its activities, not having expended its net assets of over \$140,000 raised by subscription, with the interest on the fund. The commission is composed of representative business and railroad men. It maintains its offices in the Farmers Bank Building. Through its efforts many new industrial plants have been located in the Pittsburgh district. It has established six departments for carrying into effect its plans for industrial development. These are New Industrial Development, Publicity, Real Estate, Convention Bureau, Local Industrial Development and Foreign Industrial Development. The United States Bureau of Commerce and Labor in an official report made by one of the Bureau's commercial agents in 1912, says: "This Commission appears to be the most practical and energetic commercial organization for the development of trade that has thus far been visited. It is deemed worthy of considerable space in a report. Although in existence but one year, the extent of its activities is surprising."

In close touch with the Industrial Development Commission is the **Foreign Trade Commission of Pittsburgh**, which has adjoining offices in the Farmers Bank Building. This organization was established by the municipality and represents more than 2,000 manufacturers with a combined capital of \$1,000,000,000. Its functions are to encourage export and import business in the interest of Pittsburgh and no charge is made to anyone for its services. It is a clearing house association for all manufacturers and producers in the Pittsburgh District of any and all commodities, and no charges or commissions are exacted for orders received or for any service. Inquiries for any given commodity are submitted to every manufacturer in the Pittsburgh district and the inquirer enjoys competitive quotations. The Commission has established an extensive Information bureau which will serve all inquirers with diversified information regarding Pittsburgh and Pitts-

burgh products. Address The Foreign Trade Commission of Pittsburgh, Farmers Bank Building, Pittsburgh, Pa. Cable address Fortracom, Pittsburgh.

The Industrial Development and the Foreign Trade Commissions have a complete and adequate assortment of literature pertaining to their activities, and all these will be furnished free upon application.

Pittsburgh Commercial Club.—Organized October 1, 1913. It aims to advertise Pittsburgh and bring to the knowledge of everyone its industries, business and people.

To promote equitable principles of trade and foster business integrity.

To advocate and obtain equitable freight and passenger rates by rail and river.

To promote friendly dealings among its members.

It has a traffic department quoting rates; looks after reclassifications, better freight deliveries, better passenger service, and all other aspects of the transportation problem. It has an annual exposition, discusses business and civic subjects at weekly luncheons. Keeps a watch on the proceedings of the Legislature. Encourages members to patronize one another in their trade dealings, and strives for the welfare of Pittsburgh, and its own members in every possible manner. It has a large membership of young, enterprising and pushing men. It plans and carries out a number of trade tours to towns within a radius of 70 miles of Pittsburgh. Headquarters at the Colonial Annex Hotel, Penn avenue and Federal street (old Sixth).

The Rotary Club of Pittsburgh.—The club has a membership of over two hundred. Each member representing a distinct line of business or profession. It is affiliated with the International Association of Rotary Clubs and is annually represented at the International Convention.

It is thoroughly cosmopolitan in character, and intended to promote friendly intercourse and acquaintance among men representing every line of business endeavor, and interests itself in civic and charitable uplift wherever possible.

On Wednesday at 12:15 P. M. the club meets for luncheon at the Fort Pitt Hotel, at which a fixed program is followed, either addresses by outside speakers on topics of current interest or talks by the members. This latter element constitutes an important line of the club's activity, as each member is given an opportunity and expected to address the club at some time or other along the lines of his own particular business.

The club maintains permanent headquarters at 619-20 Park Building, telephone Grant 800, Mr. James O. Corbett, being employed as Secretary, in charge of headquarters.

The Pittsburgh Club cordially extends an invitation to all visiting Rotarians to come to headquarters and if possible attend the weekly luncheon.

Credit Men's Association.—The Pittsburgh Credit Men's Association are members of the National Association of Credit Men. The Association was organized for protective and educational purposes; to combine the intelligence and influence of members for protection against imposition and fraud; to agitate and effect changes in the laws of the various States and the United States to the end of uniformity of statutes, and protection of creditors against the abuses now prevalent; to punish commercial fraud whenever legally possible; to bring about mutual improvement with the trade, and to establish closer ties of business association, to the end that the welfare of all may be more highly conserved. The National Association has a membership of almost 20,000 of the country's foremost business houses. The Pittsburgh Association has approximately a membership of 1,000. Headquarters are in the Renshaw Building, corner of Liberty avenue and Anderson street (old Ninth).



SYRIA TEMPLE, SCHENLEY FARMS

CHAPTER XIX

General Information

Apartments, Y. M. C. A., Institutions, etc.

Sunday Observance—Visitors remaining in Pittsburgh over Sunday will do well to remember there are no places of amusement open and no Sunday base ball or other sports. Bars are all closed and through the week are closed between 11:45 P. M. and 5:00 A. M. The Central Carnegie Library in Schenley Park has the Reference, Technology and Periodical Rooms open Sundays from 2 to 6 P. M., and there is a free organ recital in the Music Hall of the same building Sunday afternoons beginning at 4:00 o'clock. The Carnegie Museum and Art Galleries also in this Library building, are open Sundays. The branch libraries are closed on Sundays. The North Side Library, or the Carnegie Free Library of Allegheny, at Federal and Ohio streets, is open from 1 to 9:45 P. M. Reference to holiday library hours will be noted under the head Libraries, in proper place. See page 103.

The Phipps Conservatories in Schenley and West Parks are open on Sundays and always worth visiting.

Apartment Houses.—To this style of residence Pittsburgh can truly "point with pride." Worthy of especial mention are the Alder Court Apartments at Alder and Emerson streets, Shadyside; the Bellefield Dwellings at Center and Bellefield avenue; The Iroquois, occupying the block on Forbes street between Meyran avenue and Atwood street; The D'Arlington at Bayard and Neville streets, and The King Edward, at Bayard and Melwood streets. These are worthy of inspection, the King Edward acknowledged to be of high rank in this line of architecture. The Model Flats erected by Henry Phipps at Reedsdale and Scotland streets, North Side, attract much attention as being near his boyhood home and as part of his large holdings in Pittsburgh.

Arcades—See under buildings.

Armories—The Fourteenth Regiment, National Guard of Pennsylvania, has been disbanded as an infantry organization, and its arm of service changed to artillery. The Armory of these new batteries is at Penn avenue and Station street, East Liberty. The Armory of Hampton Battery B, National Guard, is on Emerson street, near Alder, in the Shadyside district. The Signal Troops, Wire Company A, National Guard, have their headquarters and chief station at 331 Bailey avenue, Mt. Washington, adjoining the Castle Shannon

Incline's upper station. Cavalry Troop H, National Guard, is now located in the Schenley Riding Academy, No. 4730 Bayard street, Shadyside. The headquarters of this troop were, until lately, in Coraopolis.

Eighteenth Regiment Armory, N. G. P.—In the remarkable group of buildings that grace the Schenley Farms Tract in the Bellefield district of the City, the Armory of the Eighteenth Regiment occupies a conspicuous place. This building was completed and occupied in March, 1911, and is a State institution. Its total cost was \$338,169.00. The style of architecture is modern, stone, brick and marble largely used in its construction. It is open to visitors every day from 2 to 5 P. M. and on Monday, Tuesday and Thursday evenings of each week from 8 to 11. The hours of regular drills are on Monday, Tuesday and Thursday evenings from 8 to 11. The Armory is occupied by twelve companies of the Regiment, the Band and Headquarters. Various club features are provided for the enjoyment of the men, which include an assembly hall for dances, bowling alleys, billiard and pool tables, indoor gymnasium, shower baths and an indoor rifle room. There is a library, lounging and reading rooms, with piano, books and periodicals furnished as part of the armory for the enlightenment and education of the men.



**EIGHTEENTH REGIMENT ARMORY
SCHENLEY FARMS**

The Eighteenth Regiment is distinctly a Pittsburgh organization that has represented the City in three wars in which the country was engaged. It originated as an independent military company, which was organized on September 5th, 1831, under the title of the Duquesne Greys. This Company served during the Mexican War in the United States service as Company "K," First Pennsylvania Volunteers. Under President Lincoln's first call for volunteers in 1861, the "Greys" again enlisted and served as Company "B," Twelfth Pennsylvania Volunteers in the three months' service in that year, after which the men were scattered in various organizations furnished by the State of Pennsylvania, many of them becoming officers. After the war, the Company re-entered the State and shortly after its re-organization was increased to a Battalion of three and later to a Battalion of five Companies. In this form, the "Greys" continued until December 27, 1867, when it was increased to a regiment of eight companies, and finally designated as the Eighteenth Infantry, Duquesne Greys, National Guard of Pennsylvania, in which form it has continued in the service of the State. It took part in the Spanish American War in 1898.

The Armory is at the corner of Thackeray and O'Hara streets, best reached by Routes 75 and 76 to Thackeray street.

ASSOCIATIONS

Y. M. C. A.—The Central Y. M. C. A. building is at Penn avenue and Sandusky street (Seventh). The organization of the Association in Pittsburgh dates from 1854. The Central building was erected in 1884 and the grounds and structure cost \$100,000. The Pittsburgh Association was incorporated July 8, 1869. Evening classes for young men are open in many studies, including commercial law, the sciences, modern language, mathematics, bookkeeping, stenography, etc. Lectures and noonday meetings are held throughout the year. There is a gymnasium and reading room in the building, but no sleeping rooms. The building is in the heart of the downtown business section.

The East Liberty Branch is at 122 Whitfield street. This branch was organized in June, 1874. The present building has been occupied since March, 1910. The value of the property is \$400,000. The dormitory facilities are sufficient to accommodate 100 men. There is a swimming pool 25 x 60 feet and a gymnasium 60 x 78 feet. The regular features of the Y. M. C. A. educational work are carried out at this branch the same as in all large cities. Whitfield street is between Beatty street and Highland avenue. Penn avenue Routes 88 and 91 from downtown are preferable to reach. The building is in the first block south of Penn avenue.

Other branches are at Forty-fifth and Butler streets; the Center avenue branch 1847 Center avenue; the Homewood-Brushton branch, with Community Boys work, at 618 North Homewood avenue and the Hilltop branch at Virginia and Zara streets, Knoxville. On the North Side there is a boy's branch at 203 East Stockton avenue.

The boroughs of Avalon, Bellevue, Ben Avon and Emsworth maintain a branch at 501 Lincoln avenue, Bellevue. Sharpsburg and Etna together have a flourishing branch. Another is in the city of McKeesport at Shaw and Locust streets. For the especial benefit of railroad men, branches are maintained in the City at Twenty-eighth street, at the foot of Forty-third street, and at Pitcairn for the Pennsylvania Railroad and its subsidiaries reaching those points, and at 2849 Sarah street, South Side, for the Monongahela Division. The Pittsburgh & Lake Erie men are cared for in the branch that is housed in the passenger station at McKees Rocks on that line. Two boroughs farther away, Coraopolis and Sewickley, have well established branches, the former at State and Null streets, Coraopolis, and the latter borough's on Blackburn avenue. The Wilmerding branch is at Margarine and Bluff streets, in that town.

The City branches can be reached via the trolley lines mentioned in the descriptions of the different sections of the City. See "Pittsburgh's Districts Located and Defined." Trolley Routes 82 and 83 pass the Center avenue branch. The Forty-third street Railroad branch is in Lawrenceville. Out-of-town branches in the contiguous boroughs will be reached on the trolley lines or steam lines reaching the boroughs as the visitor may prefer. Coraopolis and Sewickley on Route 23, and the Pittsburgh & Lake Erie and Pennsylvania Lines West, respectively; Wilmerding by Routes 63 and 87, and the Pennsylvania Railroad mail line. McKeesport by Route 56, the Baltimore & Ohio Railroad and by the Pittsburgh, McKeesport & Youghiogheny Railroad from the Pittsburgh and Lake Erie station.

Astronomical Works.—The astronomical instrument works of the John A. Brashear Company, Limited, are at 1954 Perrysville avenue, North Side, reached by cars on Routes 8 and 9. The works adjoin the former buildings of the University of Pittsburgh. Dr. Brashear, founder of the works, has recently been honored by the State of Pennsylvania as the "First Citizen of the State." As an instrument maker in the line mentioned and as an astronomer and lecturer his fame is world wide.

Banks and Banking.—There are 21 National Banks and 55 State Banks and Trust Companies in Pittsburgh. Most of the surrounding towns and contiguous boroughs have banks. These and the banks of the City of McKeesport are represented in the Pittsburgh Clearing House. Fourth avenue has been called the Wall street of Pittsburgh on account of the many banking institutions on that thoroughfare between Market and Smithfield streets. Fifth avenue and Wood street have some also. Banks housed in buildings of the skyscraper class are the First-Second National, at Fifth avenue and Wood street; The Farmers Deposit National, on the opposite corner; the Union National and Commonwealth Trust Company, at Wood and Fourth avenue; the Peoples Savings Bank, on the opposite corner; and the Diamond National at Liberty and Fifth avenues. The buildings of the Dollar Savings Bank, the Union Trust Company, Duquesne

National, and the Bank of Pittsburgh, National Association, are low structures of imposing architecture and pleasing in effect. The Pittsburgh Clearing House Association has its headquarters in the Bank of Pittsburgh, and is composed of fifteen National Banks of the City. In the East End, the East End Savings and Trust Company at Penn and Highland avenues, and the City Deposit Bank at Penn and Center avenues have fine buildings. Also the German



BANK OF PITTSBURGH

Savings and Deposit Bank at Carson and South Fourteenth streets, the Dollar Savings and Trust Company and the Second National Bank of Allegheny on Federal street, North Side. The annual clearings of the Pittsburgh Clearing House are nearly \$3,000,000,000.

Braddock's Field and Battleground.—The ground on which the British General, Edward Braddock, met his disastrous defeat, July 13, 1755, is in the boroughs of Braddock and North Braddock, the main action having been fought about the site of the Pennsylvania station. Braddock's army forded the Monongahela river from the south shore, just above Kennywood Park, and marched to the battle-

field over the ground now occupied by the great furnaces and the Edgar Thomson Steel Works of the Carnegie Steel Company. Accurate surveys of the battlefields were made some years ago by the engineers of the Steel Company, and blue prints from their maps can be examined in the Carnegie Libraries in Pittsburgh, Braddock, Homestead and Duquesne. Braddock is reached by trains on the Pennsylvania, Baltimore and Ohio, and Pittsburgh and Lake Erie Railroads, and by trolley lines on Routes 55, 64, 65, 67 and 80.

BUILDINGS

Arcades.—The principal arcades in Pittsburgh are the Jenkins, the Fifth Avenue and the Union Arcade, the latter now under construction (1916). The completion of the Jenkins Arcade marked an achievement in commercial architecture that was new to Pittsburgh. The growth of the arcade or retail business structures has been slow in Pittsburgh.

The **Jenkins** is the largest and most elaborate. It is an enormous building at the foot of Fifth avenue in the heart of the business district. Beneath its roof, there are 950 offices and 102 storerooms. All the storerooms are located on the first three floors and front on a public thoroughfare of the Arcade, and many of them have the advantage of both ends. Great throngs use it for passage to the four thoroughfares that bound it. The building has a frontage of 150 feet on Liberty avenue, 240 feet on Penn avenue, 240 feet on Fifth avenue and 112 feet on Stanwix street. Many car lines pass the building, and some of the interurban lines.

The building was completed in 1911. Previously, the site was occupied by the mammoth wholesale grocery warehouse, originally built in 1886 by the late Thomas C. Jenkins, but entirely consumed by fire in 1897.

The architecture of the building is superb and the illumination of it is modern and beautiful. On the first floor are stores, restaurants and the wide elevator entrance, and on the second and third floors, the shops spaced about in full view of the Arcade. The columns, arches, and panels, with their handsome finish of pure white vitrolite and the broad floors of marble, form an impressive setting for the business establishments that line these great corridors. This scene of business activity in a setting of architectural perfection is most impressive and indicative of the onward march of progress. All floors are reached by large elevators, ten passenger and three freight. The building throughout is splendidly lighted and ventilated.

In figures, the building contains more than ten acres of floor space. It has its own water supply, ice-making, cooling and ventilating plant, and it requires 13 elevators to serve the several thousand occupants of its stores and offices and their customers. Rest rooms, telegraph offices, express offices and telephone exchanges are provided for the use of the public. Above the third floor are the office floors,

single or en suite. Professional men, ladies' tailors, men's tailors, publishers and artists are located here, and there are also music studios. There are also quartered in the building some club societies and federations, making in all a wonderful community.

The Jenkins Building extends to Stanwix street on Penn avenue and along that street towards Liberty avenue, adjoins the Arcade Building and is connected with it. This is a new modern building occupied by stores downstairs around the first floor and offices upstairs. Visitors to the Arcade and Jenkins Office Building are always welcome. The Jenkins Arcade is a storied town—that anyone is welcome to come in and inspect, take the elevators to the upper floors and examine the beauties and benefits of the modern Arcade building.

The interurban cars to Butler, Harmony and New Castle pass the building, also the Butler Short Line. The former on Liberty avenue and the latter on Penn avenue. The West End cars turn from Penn avenue into Stanwix street and into Liberty avenue. These are numbered Routes Nos. 23 to 35 inclusive. Perrysville avenue cars to the North Side pass on the Liberty avenue side, and the Emsworth, the Avalon and the Bellevue-West View lines pass Penn avenue points. These are Routes 8, 9, 13, 14, and 15 in the order named. From Penn avenue turning into Fifth are Routes 79 and 92; and from Fifth avenue into Penn—the inside loops of these cars—91 and 92—the former proceeding up Fifth avenue and the latter two out Penn avenue. On the Penn avenue front there are also the Manchester lines, Routes 18, 19 and 20.

Fifth Avenue Arcade.—This is a large stone structure. The main entrance is at 232 Fifth avenue, with an ell to Drummond street (formerly Masters Way), and an entrance also from Diamond street to the ell. This was the first building utilized for Arcade purposes, which is still continued. There are numerous stores and a moving picture theatre in this Arcade. There is also a restaurant feature, a lunch counter running the full length of the Fifth avenue entrance on both sides.

Union Arcade at Fifth avenue and Grant street, opposite the Frick building and diagonally opposite the Allegheny County Court House. This Arcade, the property of Mr. Henry C. Frick.

OFFICE BUILDINGS

The block on the north side of Smithfield street from Oliver avenue to Sixth avenue is occupied by the Henry W. Oliver Building, owned by the estate of Henry W. Oliver. This is one of the magnificent buildings of the City, and was erected in 1909. It fronts 120 feet on Oliver avenue, 212 feet on Smithfield street, 110 feet on Sixth avenue; 348 feet high from sidewalk to cornice, 25 stories above the street and two basements; the building contains 1160 offices above the first floor; 14 passenger and two freight elevators. On the Smithfield street frontage on the first floor, are various offices of leading



FRICK BUILDING



OLIVER BUILDING



FARMERS BANK BUILDING

railroad systems, that of the Pennsylvania Railroad at the Sixth avenue corner, and the Baltimore and Ohio Railroad at the Oliver avenue corner. There are entrances from each street, the main from Smithfield street. On the fourth floor are temporarily found the Mayor's office, and other executive offices of the City of Pittsburgh.

One of the most beautiful and elaborately finished of Pittsburgh's "skyscrapers" is that of the Farmers Deposit National Bank, at the southeast corner of Fifth avenue and Wood street, in the heart of the downtown business district and at the intersection of two of the most thronged streets in the City. This building is 327 feet high, of 24 stories and fronts 120 feet on Fifth avenue and 140 feet on Wood street. It contains 619 office rooms from the second to the twenty-fourth floor. The first floor is exclusively for the purposes of the bank. The Farmers Bank is one of the oldest institutions in the City, founded in 1832.

Frick Building.—This magnificent structure, owned by and named for Henry Clay Frick, occupies the block bounded by Fifth avenue, Grant street, Diamond street and Scrip alley, the front on Grant street facing the Allegheny County Court House. The Frick Building is esteemed one of America's finest buildings. It was erected in 1900-01; is twenty-five stories high; the halls finished in white marble, and the woodwork mahogany; the stained glass window on the first floor at the rear of the main entrance is one of the masterpieces of the late John La Farge, and attracts much attention. The building has had a story made visible by the cutting of the street grades in the vicinity. The building houses the offices of many large industrial concerns, and many lawyers. The Frick Annex adjoins on Diamond street, connected by a bridge over Scrip alley at the fourteenth floor. The Carnegie Building is immediately below, on Fifth avenue, connected with the Annex by bridges. The Union Arcade building is across Fifth avenue, on the former site of St. Paul's Roman Catholic Cathedral. This building is also owned by Mr. Frick.

The May Building is at the corner of Fifth and Liberty avenues. It has been recently erected and has become one of the prominent buildings of the City. It is twelve stories high, of fire-proof steel frame construction, and granite, terra cotta and light colored vitrified brick exterior. It follows the lines popular in store, loft and office buildings in New York City, and is of the highest class throughout. It fronts 112½ feet on Fifth avenue, 31½ feet on Liberty avenue and has a floor area of 3,500 square feet on each floor and the freight entrance and freight elevator are in the rear from an alley. The entrance lobby is from Fifth avenue, this is finished in white Italian marble of classic design. The first and second floors have display windows. The building is modern and especially designed for an office building.

The Terminal Warehouses.—Business men visiting here will be greatly interested in the mammoth buildings of perfect fireproof

construction known as the Terminal Warehouses, at Carson, Third and Fourth streets and the Monongahela River, South Side. This system accommodates forty wholesale houses in a series of seven-story units and so arranged that every consignment and shipment can be received and made under the one station roof. These warehouses are a unique feature of Pittsburgh's commercial development. They are owned by the Pittsburgh Terminal Warehouse & Transfer Company. The entrance to this city of business houses, all of a wholesale nature, is through Terminal way, a 48 foot paved street leading from Carson street. Railway connections, elevators, trackage and platforms, cold storage and other features must be seen to be fully awake to the conveniences and advantages of this group of buildings. They are but ten minutes walk from the Baltimore & Ohio Station on Water street and five from the Pittsburgh & Lake Erie Station, or Carson street cars—Routes 50 and 51, to Terminal way, can be taken.

Chamber of Commerce Building.—The Chamber of Commerce has leased for a long term the entire second floor of the George T. Oliver building at Smithfield street and Seventh avenue, the building to be known as the Chamber of Commerce Building. For the Chamber's uses there will be an auditorium seating 500 persons, a separate stairway to the second floor, dining, lounging and club rooms and other features found in chambers of commerce in the leading cities of the country. Provision for social activities are given special attention in the plans. There are to be committee rooms, small dining rooms, a large general office and private offices for officials and directors in addition to the auditorium and main dining room. The building will be ready for occupancy April 1, 1917.

Other Large Office Buildings.—Among these may be enumerated the Union Bank, and the Commonwealth Trust on Fourth avenue and Wood street; the Keenan, at Liberty avenue and Sandusky street (Seventh); the First National Bank, at Fifth avenue and Wood street; the Bank for Savings, at Smithfield and Fourth avenue; the Park, at Fifth avenue and Smithfield street, downtown; the Highland Building, at Penn and Highland avenues, East Liberty. There are others down town worthy of mention also—the Arrott, Hartje, Diamond National Bank, Wabash, Empire, Peoples Bank, Benedum-Trees, B. F. Jones, Century, Westinghouse, etc., all modern and convenient; types of the best architecture of the age.

THE MASONIC TEMPLE.

The Masonic Temple of Pittsburgh was erected by the Masonic Fund Society. In 1849 this society was organized to provide a home for the Masonic Fraternity in this City. Previously the various Masonic bodies located here had met in different places. Sometimes in buildings owned by one or more bodies, and again in buildings held under lease. Property was purchased on Fifth avenue, between Wood and Smithfield streets in 1849, and the Masonic Hall was erected

and occupied in 1851. Fire destroyed this building in 1887. Freemason's Hall was erected on the same site and occupied in 1889. The growth of the craft was such that larger quarters were necessary, which led to the erection of the Temple.



MASONIC TEMPLE

The Temple is 200 feet in length and 120 feet in depth. It stands on a plot with a frontage of 240 feet on Fifth avenue, 454 feet on Tennyson avenue, and 454 feet on Lytton avenue. It is 50 feet back of the building line on Fifth avenue, and in the rear there is land 284 feet in depth to provide for further growth. Its total cost was \$1,500,000 to which the decorating will add considerably.

The first floor is arranged for the social features inseparable from the workings of the Fraternity. Back of the stately foyer are the dining room, and two reception rooms. The offices of the Masonic Fund Society and of the Ancient Accepted Scottish Rite are also on this floor.

On the second floor are Corinthian hall and Gothic hall. Corinthian hall is the meeting place of four Chapters Royal Arch Masons, and the Council of Royal and Select Masters. Gothic hall is the meeting place of three Commanderies, Knights Templar.

The third floor is the Blue Lodge home, and is subdivided into four halls, Ionic, Doric, Tudor and Egyptian. Fifteen Blue Lodges and the School of Instruction meet on this floor.

The fourth floor is devoted entirely to the Ancient Accepted Scottish Rite of Freemasonry, the four bodies comprising the Rite being the Lodge of Perfection, the Council of Princes of Jerusalem, the Chapter of Rose-Croix, and the Consistory. The larger apartment is built on the lines of a theatre. The lower floor will seat 648 persons and the balcony 548 persons. The stage has a width of 53 feet, a depth of 41 feet, and a height of 20 feet at the proscenium arch. It is as completely fitted up as the most modern theatre, and the electric lighting system designed to control the stage effects is in advance of anything ever before attempted in Pittsburgh. The Moeller organ built for the Rite at an expense of \$12,500 is installed in this apartment. In the west end of this floor is a hall 50 by 62 feet which will be used for the ordinary meetings of the Scottish Rite bodies.

While the building is divided into four main floors, in fact it is an eight-storied structure with a modern basement. In the latter there are billiard rooms, bowling alleys and a gymnasium, which in all probability will be placed in the care and charge of a Masonic Club composed of those who hold membership in the Masonic bodies meeting in the Temple. The kitchen with a capacity for serving 2,500 guests and the machinery rooms are also located there.

On each of the floors is a mezzanine. That on the first floor entirely surrounds the dining room and refreshments are frequently served here. The Masonic library is on this mezzanine and apartments have been reserved for the Masonic museum. The second floor mezzanine is used for the lockers in which the individual equipment of the Knights Templar are kept. The Blue Lodge mezzanine is used for a hat and cloak room for members of the lodges. The Consistory mezzanine opens into the balcony of the Consistory theatre and makes an admirable upper foyer.

The Temple is reached on Routes Nos. 75 and 76 on Fifth avenue to Thackeray avenue, and Routes Nos. 63, 64, 65, 66, 67, 68, 71, 72, 73, 79 and 80 to Bellefield avenue. Go north on Bellefield one block, or to the left from Forbes street. Routes Nos. 91, Bloomfield, and 92, Shady avenue, coming in Forbes street, are available also.

Bureau of Employment.—A branch of the Bureau of the Department of Labor and Industry, of Pennsylvania, has been opened in Pittsburgh—Room 808 Hartje Building, at Wood street and First avenue. Through this bureau's employment agency, employers and unemployed workers in Western Pennsylvania are kept in direct touch with labor conditions throughout the State. The Pittsburgh branch also investigates complaints against private employment agencies. The Pittsburgh employment agency is the fourth founded by the State. The others are at Philadelphia, Harrisburg and Johnstown.

Cemeteries.—The principal cemeteries of the City are the Allegheny, Homewood, and on the North Side, Uniondale and Highwood. The principal cemeteries under the auspices of the Roman Catholic Church are St. Mary's in Lawrenceville at Penn avenue and Forty-fifth street, and Calvary Cemetery at the head of Hazelwood avenue in that district. The main entrance of the Allegheny Cemetery is at Forty-eighth and Butler streets. There is also an entrance on Penn avenue between Pearl and Edmond streets. The Homewood Cemetery is at Dallas and Irwin avenues, with an entrance also at Forbes street and Dallas avenue. Uniondale Cemetery is on the Brighton Road on the North Side, and Highwood on the same road farther out. There are numerous smaller cemeteries, among them the South Side Cemetery on the Brownsville road in Carrick, and Mount Lebanon Cemetery beyond the South Hills. There are also a number of church cemeteries, and the different suburban towns have cemeteries, such as Sewickley; the Monongahela at Braddock, and Woodlawn at Wilkinsburg.

The Allegheny Cemetery is reached by Butler street lines, Routes 93 to 96 inclusive, to the Butler street entrance, and Penn avenue Routes 88, 91 and 92 to the cemetery gate. Homewood Cemetery is reached by Route 75 to Penn and Dallas avenues and Routes 63, 64, 65, 66 and 67 to the cemetery gate at Forbes street and Dallas avenue. St. Mary's is reached by the same lines on Penn avenue as the Allegheny, to Forty-sixth street and Penn avenue. Calvary Cemetery is reached by Second avenue Routes 55, 56 and 57 to Hazelwood avenue and Forbes street, Routes 68 and 80 to Greenfield avenue and Route 58 via Greenfield to Murray and Hazelwood avenues. Uniondale and Highwood Cemeteries are reached by Brighton Road cars, Route 6. The South Side Cemetery by Carrick cars, Routes 46 and 53. Mount Lebanon Cemetery is reached by Tunnel cars on Route No. 38 which pass the gate, and Beechview line, Route 42, which stops within two blocks.

Allegheny and Homewood cemeteries are counted most beautiful burial places, and to those who wish to visit the "Cities of the Dead," they are recommended as comparing with any other cemeteries in the country for beauty of landscape and floriculture, and the number and imposing character of the monuments and mausoleums.

CLUBS.

Pittsburgh has many clubs of many kinds, social, athletic, country, golf, canoe, political, womens', etc. The leading men's clubs in the social way are the Duquesne, the Pittsburgh, the Concordia, the Columbus, the University and the Bellefield.

The club house of the Duquesne Club—"the millionaire's club"—is on Sixth avenue, opposite the First Presbyterian Church and Trinity P. E. Church. This is the exclusive men's club of the

City and its handsome brownstone club house will appeal to visitors as solid and substantial, typical of the club and prosperity. The Pittsburgh Club has its home at No. 425 Penn avenue. The Columbus Club is at Bellefield avenue and Fillmore street and is the Catholic club of Pittsburgh. The University Club, the membership limited to college and university graduates, has its club house on the Grant boulevard, adjoining the imposing and spacious building of the Pittsburgh Athletic Association at the corner of Fifth avenue and the boulevard. The American Republican Club with its club house at Penn avenue and Fancourt street (Fourth), and the Young Men's Republican Tariff Club, with its club rooms at Fifth avenue and Grant street, are the leading political organizations. Of the country clubs, the one called "The Country Club," whose handsome club house and beautiful grounds are on Beechwood boulevard, is the largest and best known. The Allegheny Country Club has its buildings and grounds at Sewickley. The Oakmont Country Club is at Hulton in that borough and the Westmoreland Country Club at Verona. Then there are also the Bellevue, the Mt. Lebanon, the Ben Avon the Pittsburgh Field Clubs, and the Pittsburgh Golf Club.

Downtown the Pittsburgh Press Club is cosily domiciled in its own home at 542 Fourth avenue. The Pittsburgh Architectural Club is in the Bank for Savings Building at Smithfield street and Fourth avenue.

The Concordia Club, the exclusive Jewish organization, has its magnificent home at Natalie and O'Hara streets, Schenley Park. Pittsburgh Commercial Club, a wonderful working organization of business men, has rooms in the Colonial Annex Hotel at Federal street and Penn avenue. The Civic Club of Allegheny County meets in the Keenan Building at Liberty avenue and Sandusky street (Seventh). The Masonic Temple Club in the Temple at Fifth and Lytton avenues. On the North Side the Temple Club meets in the Masonic building at North avenue and Reddour street.

The Automobile Club of Pittsburgh has headquarters at No 5905 Baum boulevard in the East End.

The Pittsburgh and Allegheny Driving Club has its club house and driving park on Brunot's Island. The social organizations named from animals and conducted as lodges may be esteemed great clubs, as they are in a manner clublike in their attitude to members. Pittsburgh has two fine structures devoted to such purposes; the new homes but recently completed, of the "Elks" at Duquesne way and Sandusky street (Seventh), and the "Moose" at 628-630 Penn avenue. There is also the "Eagle's" at 431 Third avenue.

The German Club of Pittsburgh holds its sessions and maintains quarters at No. 222 Craft avenue, Oakland, and there are various German singing societies and turn-vereins about town. Of the latter, the Central Turn-Verein, the largest and wealthiest, their building at Thackeray and O'Hara streets, in the Schenley Farms district.

There are camping, hunting, fishing, boating, motor boat, canoe, sportsmen and golf clubs, all with adequate and fitting quarters, all with telephone service and alphabetically listed and located in the yellow pages of the telephone directories, which are easily accessible in all public telephone booths, to which books reference is directed. There are over 250 clubs in the Pittsburgh District.

The principal women's clubs are noted in this book under the head, "Women's Associations and Activities," which see.

The Allegheny River is much used by canoe enthusiasts and there are many clubs about Oakmont and Verona. Chief among these is the Tippy Canoe Club which occupies a handsome two and one-half story brick building at Glenover-on-the-Allegheny, ten miles from the heart of the City on the Conemaugh Division of the Pennsylvania Railroad and the Allegheny Valley electric line. The present club house was erected in 1912 and is one of the most beautiful of its kind in the country.

Pittsburgh Architectural Club.—The club was organized in October, 1896, and incorporated May, 1900, its avowed purpose being the advancement of architecture and the allied arts, and its membership limited to practicing architects, architectural draughtsmen and artists. Club rooms are maintained by the club at 345 Fourth avenue, in the Bank for Savings Building, and there at the present time, the organization conducts a school, or atelier, for instruction in design, of those who do not care to take up the complete course of work at the Carnegie Institute of Technology. The school is carried on under the auspices of the Society of Beaux Arts of New York, and is one of their duly authorized ateliers. The Exhibition is held each year, generally in December, in the galleries of the Carnegie Institute, and an illustrated catalogue is issued simultaneously. The rooms of the Club are open to visiting architects. The office is open in the evenings until 11 P. M.

Pittsburgh Chess Club.—Meets 410 Magee Building, Fourth avenue, near Smithfield street. Out of town chess players are welcome at the club rooms during their visits. Rooms always open. Special club night ensuring large attendance Monday evenings. Resident chess players are solicited for membership. Dues \$12 the year.

Distances.—A few only will be given with Fifth avenue and Smithfield street as a starting point. To the Oakland district it is two miles; to Schenley Farms, Park and Central Library two and one-half miles; to East Liberty four miles; Homestead, five miles; Wilkinsburg, six miles; Braddock, seven miles; to the West Park, North Side, one and one-half miles; to the Observatory and Riverview Park, three miles; to Allegheny Cemetery, three miles; to Homewood Cemetery, five miles; to Grandview Park, Mt. Washington, one mile; to West End, two miles (to park); to the Filtration Plant, six miles; to McKees Rocks, four miles; and West View Park, five miles. These are air line distances with Municipal Hall as the center point of a circle.

Duquesne—A name that has come down from the French occupation of Western Pennsylvania, pronounced as though spelled Du-Kane—accent on last syllable.

Express Offices.—Three express companies operate in Pittsburgh: Adams, American and Wells Fargo Co. The main office of the Adams is at 909 Liberty avenue. It maintains offices in East Liberty and Homewood, and at the Pennsylvania Station at Liberty avenue and Eleventh street; also in Wilksburg, and in all the large towns in the Pittsburgh district along the lines of the Pennsylvania system.

The American Express has its main office at 725 Liberty avenue, opposite Wood street. It also maintains an office in the Pittsburgh and Lake Erie Station at the south end of the Smithfield street bridge, and in all the towns along that railroad and its branches, in other words the New York Central Lines, and on the Buffalo, Rochester and Pittsburgh Railroad. In the East End the American Express office is at No. 101 Shady avenue.

Wells Fargo & Co.'s general office is at No. 805 Liberty avenue, between Eighth and Anderson streets (Ninth). It also maintains offices at the Baltimore and Ohio Station at Smithfield and Water streets, the Wabash Station at Liberty avenue and Ferry street, and the Baltimore and Ohio Station formerly the Pittsburgh and Western Railroad, at River avenue and Anderson street, North Side. The Wells Fargo's East End office is at Sheridan avenue and Kirkland street.

Each company has an office in McKeesport. The business of the National Express Company is transacted by the American from their office.

Filtration Plant.—This plant, owned and operated by the City, is in the borough of Aspinwall, on the Allegheny River. It is the largest sand filtration plant in the world and cost \$8,500,000. It was put in operation December 18, 1907. It is composed of two settling basins, making fifty-six filter beds, and a filtered water reservoir, from which conduits extend across the river to the Brilliant Pumping Station. The plant is a slow sand system, the sand beds covering 56 acres. The capacity is 200,000,000 gallons daily. The entire plant occupies 167 acres. It is reached by Routes 93, 94 and 95, via Butler street and the Sharpsburg Bridge.

Fraternal Organizations—See Lodges.

HUMANE SOCIETIES.

The Animal Rescue League of Pittsburgh, Incorporated, was founded in 1909 and incorporated the following year, for the purpose of caring for the friendless, homeless and suffering dumb animal population of the City. The League handles about 6,000 small animals per annum. The League also has a contract with the City of Pittsburgh for the arrest of unlicensed dogs running at large on the city streets.

To do their work the League maintains a City Receiving Station at the corner of North Euclid avenue and Kirkwood street, East Liberty, and a Refuge Farm near Verona, about six miles from Pittsburgh,. The office of the Secretary is at No. 238 Fourth avenue.

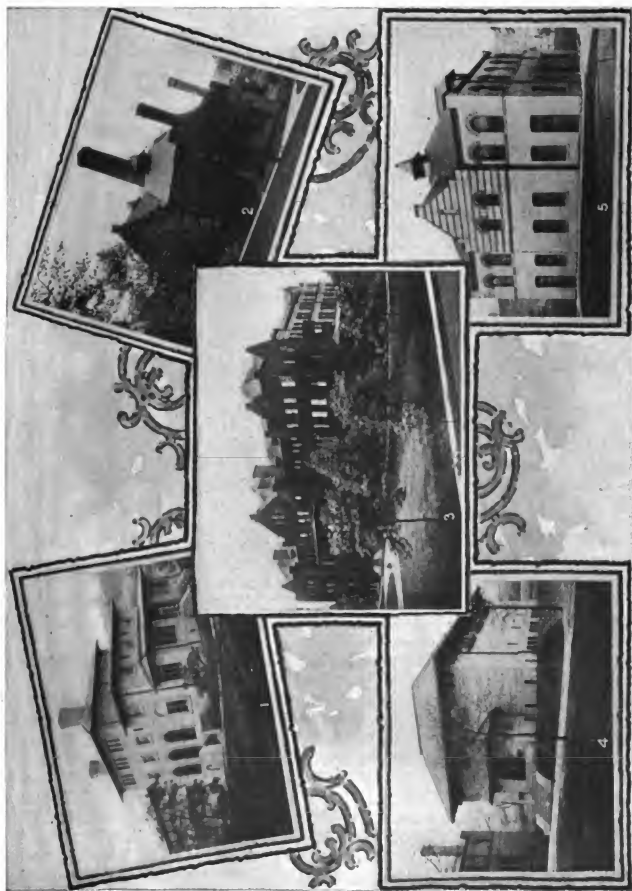
The Humane Society of Western Pennsylvania has its office at 709 Forbes street, a few blocks beyond the Court House. On emergency cases, the Society provides an ambulance on day or night calls. The society was organized in 1874 and incorporated for the purpose of "prevention of cruelty to animals, children and aged persons." The society is maintained by appropriation from the State and with constant contributions from men and women of wealth of the community of Pittsburgh.

INSTITUTIONS.

The Western Pennsylvania Institution for the Instruction of the Deaf and Dumb is located at Edgewood, adjoining Wilkinsburg. It was established in 1876. It was built and is sustained by contributions of benevolent individuals and legislative appropriations and is designed to afford a common school education to the deaf children and youth in Western Pennsylvania. The present enrollment is 275, almost equally divided between the two sexes. Edgewood is a beautiful suburban borough on the main line of the Pennsylvania railroad, which maintains a station there for suburban trains. The institution can be reached by trolley on Routes Nos. 64 and 65, from Fifth avenue and Smithfield street and Sixth avenue and Smithfield street.



THE WESTERN PENNSYLVANIA INSTITUTION FOR THE INSTRUCTION
OF THE DEAF AND DUMB



INSTITUTE FOR BLIND BELLEFIELD AVENUE AND BAYARD STREET

1—KINDERGARTEN COLLEGE 2—POWER HOUSE AND LAUNDRY 3—MAIN BUILDING 4—PORTERFIELD MEMORIAL GYMNASIUM 5—HOSPITAL AND INDUSTRIAL BUILDING

The Western Pennsylvania Institution for the Blind, at Bellefield avenue and Bayard street, is a school for the education of the blind and defective sighted of Western Pennsylvania. It is free and non-sectarian. Pupils must be of school age, capable of an education and free from chronic infection. The school session is from September to June. Course of study is similar to that given in the public and high schools. Instruction is also given in vocal and instrumental music, industrial and household occupations, and in swimming, athletics and gymnastics. Careful attention is given to the comfort and welfare of each child. Visitors are welcomed, and application blanks for admission will be furnished at any time. The ground on which the school is built was presented by Mrs. Mary E. Schenley; and a large portion of the money for the erection of buildings was bequeathed by Miss Jane Holmes and Mr. John Porterfield. The property is held in trust for the blind by a Board of Corporators. The institution is reached by Routes 71 and 72 to Bayard street.

Chief among the institutions that will appeal to certain visitors is the **St. Paul's Roman Catholic Orphan Asylum** of Pittsburgh, which was founded in 1840. It was located on Tannehill street in Pittsburgh until fifteen years ago, when it was removed to Idlewood, a suburb, where it owns thirty-five acres of land and buildings that cost \$750,000.00. It has cared for more than 18,000 children since its foundation, and at present has a population of more than 1200. It is supported entirely by charity, and is in charge of the Sisters of Mercy. The asylum is reached by suburban trains on the Pan Handle Division of the Pennsylvania Lines West to Idlewood station, and Route 27 to Idlewood.

LIBRARIES.

The Central Library of the Carnegie group is on Forbes street at Schenley Park and has been frequently referred to herein. It is best reached by Forbes street car lines to the entrance. These same lines take passengers to the Schenley Hotel and the ball grounds, known as Forbes Field. Route Nos. are 63 to 68 inclusive, 71, 72, 73, 75, 79 and 80 on Forbes street.

The North Side Library at Federal and Ohio streets, is a separate institution and is officially known as "The Carnegie Free Library of Allegheny, Pa.," having become an asset of the City of Pittsburgh upon the annexation of Allegheny in 1907. The North Side Library is reached by Federal street cars, Routes Nos. 6, 7, 8, 9, 13, 14, 15, 16, 17, 18 and 19, and the Butler, Harmony and New Castle interurban cars to the same point.

The eight branch libraries of the Carnegie group are as follows: East Liberty Branch, Station street and Larimer avenue; Hazelwood branch, 4748 Monongahela street; Homewood Branch, Hamilton and Lang avenues; Lawrenceville Branch, 279 Fisk street; Mt. Washington Branch, 315 Grandview avenue; South Side Branch, Carson and South Twenty-second streets; West End Branch, Wabash and Neptune streets; Wylie Avenue Branch, Wylie avenue and Green street. The



CARNEGIE FREE LIBRARY OF ALLEGHENY
N. FEDERAL AND OHIO STREETS

Wylie Avenue Branch is in the Hill district reached by Center avenue cars on Routes 82 and 83 to Green street. The South Side Branch by Carson street cars, Routes 50, 51 and 52 to South Twenty-Second street; the West End by Routes 27, 28, 29, 30 and 33 to Neptune street. The other libraries' locations are indicated in their district names and car routes reaching these districts are enumerated under the head "Pittsburgh Districts Located and Defined," which see. (Page 53.) These libraries are public and free to the people through the lavish outpouring of Mr. Carnegie's generosity. There are other libraries such as that of the Pittsburgh Lyceum in Washington place opposite Epiphany R. C. Church; the library of the Historical Society of Western Pennsylvania, and the University and College libraries. Allegheny County maintains a Law Library in the front second floor room of the Court House which contains 40,000 volumes of a legal nature. A small circulating library of general works is open to members of the bar and law students.

Lodges: Fraternal Organizations.—The Masonic Halls have been mentioned as meeting places of the various Masonic bodies. The

three orders, "Elks," "Moose" and "Eagles" have their own buildings; the Elks at Duquesne way and Sandusky street (Seventh); the Moose at 628 Penn avenue, and the Eagles at 431 Third avenue. The lodges of the other associations and fraternities meet in various buildings about town. The Wabash Station and the Century Building are the principal meeting places downtown. Parties interested in any particular order or lodge will find meeting places in the city directory, in the front part of the book, under the head "Societies."

Masonic.—On the North Side, the Masonic Hall at North avenue and Reddour street, is the meeting place of all the North Side Masonic bodies, except the German Lodge, meeting in its hall at Madison avenue and Park way, and the lodge at Pennsylvania and Beaver avenues, Manchester. East End bodies meet in the Hall on Collins avenue. There are lodges meeting on the South Side, at Sarah and Eighteenth streets (German), and on Carson and Twelfth streets; in Hazelwood, at 5254 Second avenue, at Elizabeth street; in Homewood, at 7229 Kelly street; in the West End, at Wabash avenue and South Main street. There are lodges in the suburbs; Wilkinsburg, Braddock, Homestead, Sharpsburg, Bellevue, Avalon, Crafton, Carnegie, Coraopolis, Sewickley, Tarentum, Turtle Creek, Wilmerding and Verona. Information in regard to the various Masonic bodies can be had by calling up the Masonic Temple, at Fifth avenue, Lytton and Thackeray avenues, on Bell phone, Schenley 333. The Masonic Employment Association maintains an office in the Bank for Savings Building, Smithfield street and Fourth avenue. The Masonic Temple Club meets in the Temple at Fifth and Lytton avenues. The Masonic bodies in the city of McKeesport meet in the hall at 522 Walnut street. The Scottish Rite in Pittsburgh and vicinity meets in the Fifth avenue Temple.

Lost Property on Street Cars.—Articles left on trolley cars are turned in by the conductors to the general offices of the Pittsburgh Railways Company, 435 Sixth avenue, where information in this regard must be sought. The offices are in the Philadelphia Company Building.

Pittsburgh Lyceum.—Among the educational institutions of the City, the Pittsburgh Lyceum is deserving of special mention. This is centrally located, well downtown and is especially an institution for progressive young men. It has its own thoroughly equipped building in Washington place at Foxhurst street, opposite Epiphany R. C. church. The Lyceum offers exceptional athletic, educational and social advantages, conducting a free night school, giving free monthly entertainments, maintains a gymnasium and swimming pool, has a billiard room, library, reading rooms, parlors and an auditorium. Wylie avenue cars to Washington place, Routes 82, 83, and 85, and Fifth avenue Routes 66, 75, 76, 79, 80, and 81. It is but a short walk, four blocks from the Pennsylvania Station, via Washington place, steps lead up to this street called "place" from the esplanade at lower left end.

Manufacturing Plants.—Visitors must not expect to enter these at pleasure. As a rule they are fenced in, with policemen at the gates, and no one admitted without permits. These are seldom given. There are many reasons for this course—chief among them, safety. There are times when visitors on some great occasion, through the arrangements of the Chamber of Commerce and under their auspices, tours of Pittsburgh's famous mills are made, but the ordinary visitor will find closed gates. However, he will want to know something of the most famous of these plants and where located, especially the Carnegie Steel Company's works and their subsidiary concerns. Chief among these are the Homestead Steel Works at Munhall; the Carrie Furnaces at Rankin; the Clairton Steel Works and Furnaces at Clairton; the Duquesne Steel Works and Furnaces at Duquesne; the Howard Axle Works at Homestead; the Isabella Furnaces at Etna; the Edith Furnaces in the Woods Run district; the Lucy Furnaces on Fifty-first street; the Neville Furnaces on Neville Island; the great Edgar Thomson Steel Works and Furnaces at Braddock (rather Bessemer); the Upper and Lower Union Iron Mills of the Carnegie Bros. Co. and Carnegie, Phipps & Co.; the former at Thirty-third street and the latter at Twenty-ninth street; the various other mills—Painter's, Clark's, McCutcheon's, etc., and the Schoen Steel Wheel Works. Then there are other plants of the U. S. Steel Corporation, the American Steel and Wire Company, the American Bridge Co., at Ambridge, etc. The great independent plants, such as the Jones and Laughlin's South Side works and Second avenue furnaces; the McConway-Torley Co.'s works; the Pressed Steel Car Company's, the Carbon Steel Co.'s, the Oliver Iron and Steel Co.'s on the South Side, and the Republic Iron Works also on that side, and the Riter and Conley works at Leetsdale. Those having business with any of these concerns will know enough to apply at the respective offices, and there are circumstances under which customers and visitors of note are shown through such plants as mentioned, but the public never.

Then there are yet extensive plants within the city limits. The glass industry appeals. At South Ninth and Bingham streets are the general offices of the United States Glass Company, reached by cars on Routes 50 and 51 via Carson street to South Ninth street, and on Route 52 via Second avenue to South Tenth and Bingham streets. The United States Glass Company, a corporation, was established in 1891. It now operates 12 factories, seven of these on the South Side, and reached by the same trolley routes as the general offices; three factories are located at Glassport, 16 miles south of Pittsburgh, on the Monongahela River, and reached by trains of the Monongahela and Youghiogheny Division of the Pittsburgh & Lake Erie Railroad. One factory is located at Tiffin, Ohio, and one at Gas City, Indiana. The output of these works is table, bar and soda fountain glassware of all descriptions, cut glass lamps, show jars, tobacco jars, illuminating glassware, jelly glasses, and special articles. Visitors to the works are admitted by appointment only on application to the general offices.

Masonic—See under Lodges—Fraternal Organizations.

Monuments.—Those in the parks have received notice under that head. At the corner of Federal and Ohio streets, North Side, is the magnificent bronze monument erected by Andrew Carnegie to the honor and in memory of Col. James Anderson, who opened the first public library in the City of Allegheny in 1850. When Mr. Carnegie was a poor, hardworking boy at paltry wages, he took advantage of Col. Anderson's generosity and obtained, by reading in his little library, the appreciation of books and libraries that has made his own munificence world famous. Col. Anderson was a pioneer in Pittsburgh, the son of a Revolutionary soldier, himself a soldier of the war of 1812. The monument is at the corner of the Carnegie Free Library building. It shows a brawny blacksmith seated with a book in his lap, his breast bared and apron on, and his tools around him, taking advantage of a lull in his work, to read a moment or two. The monument was dedicated June 15, 1904, and cost \$30,000. It is reached by all Federal Street cars—Routes 6 to 10; 13 to 19.

MUSIC.

For those musically inclined mention of a few leading musical organizations and institutions are presented.

The Pittsburgh Male Chorus was organized September 1, 1905. Its rehearsals are held every Tuesday evening, from September to April, inclusive, in the auditorium of the Central Young Men's Christian Association Building at Penn avenue and Sandusky street (Seventh). In order to secure this privilege the chorus makes all of its members active members of the Y. M. C. A. Two concerts are given each year for the Associate Members and friends of the organization, in Carnegie Music Hall, while an average of one concert a month, or a total of eight outside concerts are given each season. Mr. James Stephen Martin is the musical director.

Apollo Club.—This club is located at 524 Penn avenue, in the midst of the new retail business district. The club was organized in 1894. Its musical director is Rinehart Mayer. The club gives two concerts annually in Carnegie Music Hall and a concert and reception at the Hotel Schenley. Rehearsals are held at the club's rooms.

The Mendelssohn Choir of Pittsburgh, Ernest Lunt, Conductor; 100 members, choir of mixed voices; gives concerts with orchestra; three concerts per year at Carnegie Music Hall; one of the concerts is devoted entirely to oratorio, and the other two with orchestra, such as Walter Damrosch, etc., or assisting soloists, instrumental or vocal. Rehearsals are held in Carnegie Music Hall Monday evenings; season opens in September and closes in May.

Mozart Club.—This is one of Pittsburgh's popular musical organizations, organized in 1878, and incorporated in 1886, and still under the lead of Mr. J. P. McCollum, conductor. It is the practice of the club to give three or four concerts each year, which are oratorical

in character, and include an annual presentation of the Messiah, with noted soloists from other cities. The headquarters of the club are 404 Hostetter Building, located at 237 Fourth avenue, where rehearsals are held on Monday nights. The Secretary, Mr. W. R. Berger, will give further information on request.

The Pratt Institute of Music and Art is at 414 Sixth avenue, and is under the direction of the founder, Silas G. Pratt; a branch is at 1543 Shady avenue, in the Squirrel Hill district. The Institute is devoted chiefly to piano study (harmony being applied), violin and voice. Teachers certificates and diplomas are awarded.

The Pittsburgh Conservatory of Music is centrally located at 128 Dithridge street near the Carnegie Library and Museum. The Conservatory was founded and began its sessions in 1894 and has since been conducted by the Director, Beveridge Webster. The Conservatory, in the well appointed building exclusively devoted to music, has become widely known in Western Pennsylvania. The Conservatory contains a beautiful recital and concert hall seating about five hundred, in which many of the smaller concerts of the highest class are given. All Conservatory public recitals are given in this hall, for which there is no charge for admission, and to which all interested persons are invited.

Natatoriums—See Swimming Pools.

The Post Office, Stations and Branches.—The name of the post office is officially "Pittsburgh", spelled with the final "h." The general post office is in the United States Government building on Smithfield street between Third and Fourth avenues. There are two branches and nineteen substations as follows: Arsenal Station, Fisk and Butler streets; Bellevue Branch, No. 11 Meade avenue; Carson Station, South Twelfth and Carson streets; Crafton Station, Noble avenue, Crafton; East Liberty Station, 6208 Penn avenue; Ewalt Station, 904 East Ohio street; Hazelwood Station, 4811 Second avenue; Homewood Station, Homewood and Hamilton avenues; Kilbuck Station, Beaver and Greenwood streets; Millvale Branch, Sheridan street; Mt. Oliver Station, Southern and Amanda avenues; Mt. Washington Station, 41 Shiloh street; North Diamond Station, Ohio and West Diamond streets; Oakland Station, 3618 Forbes street; Observatory Station, 2519 Perrysville avenue; Sharpsburg Station, 1021 North Canal street; Sheridanville Station, Hillsboro and Blount avenues; Swissvale Station, 2013 Noble avenue; Uptown Station, 816 Fifth avenue; Wabash Station, 216 South Main street; Wilkinsburg Station, Penn avenue and Hay street.

Each of these substations have Bell telephone connections. North Diamond Station is the office for the main business district of the North Side; Carson for the South Side; Arsenal for the Lawrenceville district; Uptown is on Fifth avenue beyond the Court House; Kilbuck, Ewalt and Observatory Stations are on the North Side. Bellevue, Crafton, Millvale, Mt. Oliver, Sharpsburg, Swissvale and

Wilkinsburg are boroughs without the the city limits, but branches or stations of the Pittsburgh post office. Wabash is the station in the West End. The designations of the other districts will locate the office, Oakland, Mt. Washington, etc. With the annexation of Allegheny in 1907, the post office name Allegheny was changed to North Diamond and made a station of the Pittsburgh post office.



U. S. GOVERNMENT BUILDING (P. O.)
SMITHFIELD STREET, THIRD TO FOURTH AVENUES

Public Comfort Stations.—Stations for such purposes will be found in front of the Government Building (the general Post Office), on Smithfield street between Third and Fourth avenues; at Fifth and Liberty avenues, separate stations for men and women and under the sidewalks; also on the Sixth or Federal street bridge—the station for women at the South or Duquesne way end and for men at the North end. There is also a station for men on Oliver avenue below Smithfield street, in the rear of Municipal Hall. On the North Side in the Municipal or Allegheny City Hall, at Ohio and Federal streets, there are such stations for both sexes.

In East Liberty these stations will be found at Penn and Franks-town avenues. Also in the Court House, men's in the basement at the entrance opposite Wylie avenue and in the front of the basement; women's in the women's waiting rooms on the second floor. Similar stations will be found in the railway passenger stations.

Reading Rooms.—There are reading rooms in the Central Carnegie Library, the North Side Library and all the branch libraries, and reference rooms in the larger Libraries. For hours see under "Libraries." There are also reading rooms in the Y. M. C. A. and Y. W. C. A. buildings and branches, in the Pittsburgh Lyceum, and in the various lyceums of the churches

Reservoirs.—The largest of these and the most likely to be visited are those in Highland Park, where the water is pumped from the Brilliant Pumping Station, at Negley Run on the Allegheny River. From Center avenue and Bellefield avenue, water is pumped from the station there to the reservoir on Herron Hill, from which the reservoir in Central Park is filled by gravity. On the North Side the new reservoir on Cabbage Hill is sufficient for all that section. The Highland Park reservoirs are sufficient to afford visitors evidence of the magnitude of Pittsburgh's water system.

Riding Academies.—The Schenley Riding Academy is located at 4730 Bayard street, near Neville street, in the Shadyside district, convenient to Schenley Park. Here is conducted a most excellent Riding School, completely equipped, and devoted to the purpose of equitation. The school has a large enclosed arena 85' x 125'. At this school ladies, gentlemen, and little children may be found enjoying the healthful pastime of riding at all hours of the day, mounted on perfectly equipped and thoroughly trained horses. Beginners may receive their first lessons either in classes or privately. The English saddle is used exclusively. Horses can be hired by the hour, and a ride through the romantic winding bridle paths of Schenley Park may be indulged in, and it is recommended to visitors who love the horse. The Academy is reached by Routes Nos. 71 and 72, to Bayard street, and 75 and 76, to Neville street.

SETTLEMENT HOUSES.

The Kingsley House Association is an incorporated organization existing under the laws of the State of Pennsylvania, to improve the ethical, social, and economic conditions in the City of Pittsburgh and vicinity; and to provide the means of social intercourse, mutual helpfulness, physical, mental and moral improvement, and rational and healthful recreation.

It is supported entirely by voluntary contributions, and does not receive aid from the public funds of the State or City. It publishes annually a report of the work of the year, also monthly a small magazine, "The Kingsley House Record." Pamphlets, directories etc., are also issued from time to time.

The activities carried on by the Kingsley Association are a social settlement, Kingsley House; a fresh air farm, Lillian Home; and a Convalescent Home, Lillian Rest, for convalescents.

Kingsley House, social settlement, or neighborhood house, Bedford avenue and Fullerton street, on the "Hill;" gymnasium, educational classes, manual training departments, arts and crafts, social groups, etc.; dispensary and nurse, city milk station.

Lillian Home, fresh air farm, Valencia, Pa. An estate of 90 acres, with adequate buildings, swimming pool, playground, gardens, woods, walks, drives, etc., all developed to a high state of efficiency.

Lillian Rest, for convalescents, Valencia, Pa. A large building, recently completed, dedicated and opened, will care for convalescent mothers and children.

The Lillian Rest was opened and dedicated May 8, 1915; it has been constructed along modern convalescent hospital lines; has the appearance of a resort hotel, and is thoroughly equipped as a hospital.

The Kingsley House on Fullerton street, is the headquarters as a social settlement, whose activities continue from October to May, along the lines common to such institutions; "citizen making" briefly and best expresses one of the chief aims and purposes of Kingsley House. The admirable work that Kingsley House is doing will naturally attract visitors, and these are advised to call at the House, which can be reached on Route No. 85, to Bedford avenue and Fullerton street.



THE SARAH HEINZ SETTLEMENT HOUSE

The Sarah Heinz Settlement House at the corner of Heinz and Ohio streets, North Side, was erected in 1914 by H. J. Heinz as a memorial to his beloved wife, Sarah Young Heinz. The settlement work in this connection was begun in 1901 by Howard Heinz, a son of the founder. It started as a local boys' club in a small building on Progress street nearby; the first quarters consisted of three rooms and a bath room on the first floor of a tenement; boys came in increasing numbers and soon the entire house was occupied, and given the name "Covode House." Two years later, the girls of the neighborhood were organized into two groups; the younger into a sewing school, and the older into an evening club. The building becoming too small, another small building was secured as well as a natatorium and gymnasium. In 1914 the present building with its increased facilities was erected and formally opened June 6, 1915, and has made possible the large work now carried on by the Settlement. The present enrollment is about 400, equally divided between boys and girls. The Settlement contains a swimming pool, billiard room, and game rooms. There are fees exacted in the Boys' Department, payable semi-annually, ranging from 10 cents for boys under twelve to \$1.50 for boys over eighteen.

A variety of activities are included, and those of the physical kind include gymnastic classes, recreative games, athletic competition, basket ball, swimming meets, and a training school for leaders and officers. The Girls' Department activities are largely along the lines of home making. There is a Saturday sewing school for young girls under fourteen, with ten classes graded according to ability. These girls have the use of the swimming pool and the gymnasium one afternoon each week. The older girls are organized into five groups, and members of all groups are eligible to the classes in dress making, house-keeping, cooking and dancing. The older girls pay a membership fee of \$1.00 in two installments. A small fee is charged in addition to cover the cost of food supplies in cooking lessons. There are reception and club rooms on the second floor for the exclusive use of girls, and a large kitchen on the third floor; there is a three-room apartment also for occasional use in the demonstration of the various housekeeping activities. The larger girls have the use of the gymnasium and swimming pool one evening each week. Recreation is afforded by games, books and magazines; a victrola also contributes greatly to the enjoyment. In the sense of doctrinal teaching, there is no distinctive religious training. The attitude of the Sarah Heinz House is that of co-operation with all other agencies that work to the betterment of the people of the neighborhood. The afternoon Sunday program is a delightfully informal affair where helpful talks are given by leading citizens on interesting subjects, with a musical program attached. Another helpful feature is the course of extension lectures given by the Carnegie Institute. The City Health Department operates a permanent milk station in the building with attendant physicians and nurses who distribute the milk and give instruction as to the care and feeding of infants to the mothers of the neighborhood. The Magee Maternity

Hospital has headquarters in the building in which they conduct a maternity dispensary.

There is summer work conducted on the roof garden, which is also adapted for the playing of basket ball. The Y. M. C. A. and the Y. W. C. A. co-operate in the work of the House, and through these, many of the older boys and girls are able to enjoy camping experiences. In brief the work of the Sarah Heinz House can be summarized in six lines; To provide wholesome social and recreational opportunities; to utilize leisure time and energy; to study individual requirements and awaken and direct latent ability; to develop Christian character and train for efficient citizenship the young people of the community; to draw together neighborhood residents and friends for mutual helpfulness; to train for service in the community. The Settlement is reached by the same trolley lines as the Heinz Main Plant close by—Routes 1, 2, 3 and 4.

The Irene Kaufmann Settlement—

This settlement, known as the Columbian School and Settlement from 1895 to 1910, is located at 1835 Center avenue. It was established by the Council of Jewish Women for moral, educational, and religious training. "The special purposes of the Settlement is the advancement of the civic, intellectual and social welfare of the surrounding community. It aims to do this (1) by guiding the foreign-born to American conditions, (2) encouraging self-improvement, (3) stimulating healthy pleasures, (4)



THE IRENE KAUFMANN SETTLEMENT

broadening civic interests, (5) creating ideals of conduct. The place is a home in the life of its residents, an institution in the service of its friends.

a school in the work of its teachers, a club house in the social uses of its neighbors, a civic organization in the interests of the community, a Settlement in the choice of its location." At the geographical center of the City's most populous district, this Settlement stands, its doors wide open—its hands of ministration stretching out in service to all who need its aid. The sick and the unfortunate know its care, and the troubled come to it for comfort and advice. It co-operates with the Jewish Federated Philanthropies, the Municipal Safety and Health Departments, the Labor Bureau of the Council of Jewish Women, the Public Schools, the Associated Charities, the Juvenile Court, the Housing Commission, and the Emma Farm. The work within the House is extensive and multiform. In the gymnasium boys and girls are taught the gospel of health through exercise, and have found an outlet for youthful spirit in basket-ball, and other sports, to say nothing of activities on field and track outdoors.

The Settlement houses under its roof seventeen outside organizations, including various trade unions and socialist groups. It maintains a public bath and public laundry, and a summer camp. It has a resident staff of seven. One hundred and seventy volunteers give one or more hours each week to some form of social service in the district. The property of the Irene Kaufmann Settlement covers an area of 200 feet by 60 feet. The magnificent settlement building was erected in 1910. It is of steel frame construction with yellow brick, and five stories high. There are 67 rooms in the main building, and a gymnasium and public bath in the rear, which building is known as the Peacock Public Bath. The settlement building was dedicated March 29, 1911. It is a monument to the memory of Irene Kaufmann, daughter of Mr. Henry Kaufmann, a prominent merchant of Pittsburgh. Miss Kaufmann died in 1907. Visitors are admitted at any hour during the day and evening; the building is reached by Center avenue cars to Green street, Routes 82 and 83.

The Historical Society of Western Pennsylvania—Next to the Twentieth Century Club House is the neat and attractive building of the Historical Society of Western Pennsylvania. The first attempt to organize a Historical Society in Pittsburgh was made in 1834. In 1841, 1857 and 1867 short-lived similar organizations were formed. About 1880, the Historical Society of Western Pennsylvania was organized. In May, 1909, it was thoroughly reorganized by men who had in September, 1908, successfully conducted the sesqui-centennial celebration of the taking of Fort Duquesne and the erection of Fort Pitt. Immediately thereafter it began a new and vigorous career which resulted in increasing its membership from about forty to seven hundred. It purchased a lot of ground at Grant and Parkman boulevards, Pittsburgh, for fourteen thousand dollars and erected thereon a beautiful building costing twenty-seven thousand dollars. Since the opening of the building, February 17, 1914, the Society has collected and placed in the structure about twelve hundred books and documents and a number of valuable historical pictures and relics.

The Society successfully managed the Western Steamboat Centennial celebration in 1911 and Allegheny County's 125th Anniversary celebration in September, 1913.

It has also a committee to celebrate the centennial of the incorporation of the City of Pittsburgh in 1916. Its regular meetings are held on the last Tuesday evening of every month, except July and August. Lectures are given at these meetings and papers are read by historians of local and national reputation, and occasionally stereopticon views accompany the lecture, showing geographical, ethnological, zoological and botanical features. The building is open to visitors at these meetings, and the public is invited. The building is reached by Fifth avenue Routes 75, and 76 to Grant boulevard.

Pittsburgh Union Stock Yards.—These are situated on Herrs Island, and take care of the live stock industry of Greater Pittsburgh and rank as one of the large yards of the country. The present yards were established in 1903 when the East Liberty Stock Yards and several smaller North Side yards were consolidated at the present location where direct railroad connections could be secured with all east and west bound trunk lines.

The yards cover an area of thirty acres and are completely roofed and paved with brick. Capacity is sufficient to house 5,000 head of cattle, 20,000 head of hogs, 20,000 head of sheep and lambs and 1,000 horses. There are thirty unloading chutes and twenty-five outbound loading chutes, a quarantine division for stock under restrictions and there has been recently completed a new concrete and steel horse barn with a capacity of 500 head and there is now under construction a double decked concrete and steel section of the yard for the sheep and lamb division that will soon be ready (March, 1916) and will double the capacity and materially add to the space for other stock.

The average year's receipts of stock for sale on this market amounts to 100,000 cattle, 1,000,000 hogs, 45,000 sheep and lambs, 60,000 calves of an estimated valuation of \$35,000,000 and last year, owing to the large movement of horses for the warring nations of Europe, 50,000 horses. In addition to this amount of stock received here for sale, there is a heavy movement of live stock that is unloaded, fed, watered and rested on its way to eastern and other points, last year's movement of through stock was about 35,000 car loads of stock of all kinds, not including horses.

The commission business of the yards is in the hands of a number of firms, housed in the Live Stock Exchange building, adjacent to the yards where the representatives of the Pennsylvania Live Stock Sanitary Board and the Bureau of Animal Industry of the United States Department of Agriculture also have headquarters. The Exchange building is also the home of the Pittsburgh Live Stock Journal, a daily published in the interest of the live stock industry; offices of the Pennsylvania and Baltimore and Ohio railroads and telegraph companies and the office of James S. McFadyen, General Manager of the Pittsburgh Union Stock Yards.

Visitors are welcome at the Yards and will find it an interesting experience, especially on Monday when the heaviest run of stock is received and sold. Yards are reached by Routes 2 and 3 on the North Side and as per directions to the Island on page 57.

Swimming Pools and Natatoriums.—The swimming facilities in Pittsburgh are provided for largely by out-door pools for summer use and bathing places along the various rivers under the direction of the Department of Public Safety, with policemen in attendance as teachers and life guards. In some of the large institutions such as the Blind Asylum, Public School Buildings recently erected, the Y. W. C. A., the Y. M. C. A. and the large settlement houses, there are swimming facilities which are largely patronized. There is also the Pittsburgh Natatorium, on Duquesne way below Federal street, which is open all the year round to both sexes.

The Board of Public Education of Pittsburgh operates six school pools, where pupils of both sexes are taught to swim during school hours. These pools are used by adults at night. These pools are open for inspection of visitors during school hours. Swimming teachers are provided also by the Board as part of the City's educational system. The school pools are as follows: On the North Side, the Manchester Pool in the Manchester School at Chateau street and Columbus avenue; the Irwin Avenue Pool in the Columbus School at 1800 Irwin avenue; the McNaugher Pool, in the McNaugher School at Linwood and Perrysville avenues.

In the old or Peninsular section: The Forbes Pool in the Forbes School at Forbes and Stevenson streets; the Washington Pool, in the Washington School on Fortieth street, below Butler street. The Colfax Pool, in the Colfax School, Beechwood boulevard and Philips avenue. There are also swimming pools in the new public school buildings that are ready for occupancy, such as the Watt School, Jas. E. Rogers School and Wm. H. McKelvy School.

One church provides a swimming pool in its structure, the First Presbyterian Church on Union Avenue, North Side. The Y. W. C. A.'s pool is in their main building at 59 Chatham street and is for women only.

The Y. M. C. A. have pools in two buildings, one in their Lawrenceville Building at Forty-sixth and Butler streets, and one in their Hilltop Building at Virginia avenue and Zara street, Knoxville, and in East Liberty.

The various Settlement Houses which provide swimming pools are: The Sarah Heinz House, which adjoins the H. J. Heinz factories at East Ohio and Heinz streets, which operates two pools. The Woods Run Settlement House, on Petrel street in the North Side district, operates one pool; the magnificent Irene Kaufmann House, at 1835 Center avenue, provides ample swimming facilities for the Hill district, and the Soho Bath Houses, at 2404 Fifth avenue, Soho, afford equal facilities for the Soho district. On the South Side, the Oliver Memorial Swimming Pool is on South Thirteenth street.

Some of the Playground Parks have their own pools which are operated in the summer only, as follows: The Lawrence Park, at Forty-sixth and Butler streets; Ormsby Park, on South Twenty-second street, South Side, near the bridge; Brushton Park, Brushton avenue. These three pools are under Municipal control.

The river bathing spots, in the summer season, numbering twenty, are equally distributed along the three rivers. At Lake Elizabeth in West Park, on the North Side, Tuesdays, Thursdays and Fridays, from 1 to 3 P. M. are set aside for boys. The record attendance in one day at this pool is 1,600 boys. The Vacation Schools and Playground Association of Allegheny provide a swimming school for girls on Mondays, Wednesdays and Fridays, during July and August, from 1 to 3 P. M. Many private clubs have well equipped pools, notably the Pittsburgh Athletic Association, in their fine building at Fifth avenue and the Grant boulevard; the University Club at their clubhouse adjoining the Pittsburgh Athletic Association on the Grant boulevard; and the Jos. S. Trees Pool at the University of Pittsburgh.

The Pittsburgh Natatorium.—The Pittsburgh Natatorium on Duquesne way, is one of the finest of its kind, and was erected by Mr. Henry Phipps, a native of Pittsburgh, and a boyhood friend and business associate of Andrew Carnegie. This building was erected for the special purposes of the Natatorium and as a bathing establishment. Its architectural features are modern and may also be described as magnificent. A grand staircase leads to the balcony which overlooks the great swimming pool with its arches and domes of selected Italian marble and tinted tile. The swimming pool is 90 feet long and 30 feet wide and is from four to eight feet deep. It holds 135,000 gallons of water. This Natatorium contains every convenience for comfort. The water for pool purposes is supplied by artesian wells on the premises. The attendants are adequate in number for their purposes. There is a smaller pool in the Turkish bath department. The department occupies the second and third floors and is luxuriously furnished. It contains a cooling room, hot and steam room, shampooing room built of white marble, and all are thoroughly equipped. There is a large dormitory containing 100 single beds and many private single rooms. Thursday of each week, the entire Turkish department and swimming pool is reserved for women with women attendants of technical training and experience. The Natatorium building is of stone, and one of Pittsburgh's institutions of a semi-public nature, well patronized and visitors are admitted. There is no charge for admission. A fee is charged for swimming and there are other charges as may be incurred.

Tablets.—There are several memorial tablets on Pittsburgh buildings in addition to those at Bouquet's Blockhouse at the Point. One on the Court House, at Fifth avenue and Grant street, commemorates the disastrous defeat of Major Grant and the Highlanders by the French Sept. 14, 1758. Another, on the Western National Bank, at Penn avenue and Anderson street (Ninth), marks the site of Fort Fayette in 1792. One on the Oliver avenue wall of Trinity Church

yard, enumerates the soldiers of the Revolution who were interred there, some graves yet remaining. A tablet at Penn avenue and Putnam street, in the Homewood district, is on the line of Gen. Forbes march to capture Fort Duquesne in 1758. The Blockhouse, Court-house and Revolutionary Soldiers tablets were erected by the Pittsburgh Chapter, Daughters of the American Revolution. The Fort Fayette tablet by the Women's Historical Society of Pennsylvania

Telegraph Offices.—The main offices of the Western Union Company are in their building at 249 Fifth avenue, just below Wood street. The Postal Company's main office is in the Keenan Building, at Liberty avenue and Sandusky street (Seventh). There are offices in most of the large hotels, one or both companies, and in some of the large buildings, such as the Frick, and in all the railroad stations and in various local offices about town, and in the suburban towns.

Taxicabs.—Taxicab service in Pittsburgh is afforded by several companies, notably the Pittsburgh, and the Pullman Taxicab Companies. The general offices and garage of the former are at South Negley avenue, and the latter at No. 200 South Highland avenue; then there are the Excelsior Company at 1129 Liberty avenue, opposite the Pennsylvania Station; the Packard, at 327 Atwood street, Oakland, and several companies in Wilkensburg; all these may be found listed in the classified telephone directory in the telephone books easily accessible in all public booths; and under the alphabetical list of phones under each company, will be found the list of stations of each company and phone numbers of these stations. In brief, taxi stations will be found at all the railroad stations and department stores; also hotels, clubs, and theaters, and in the Frick and Henry W. Oliver Buildings.

Tunnels.—But two tunnels are in use in Pittsburgh, both by the Pittsburgh Railways Company. These are the Mt. Washington tunnel from the south end of Smithfield street and the Corliss street tunnel in the West End. The latter is used by Routes 31, 32 and 34 from Liberty avenue and Stanwix street. The Mt. Washington tunnel is three-quarters of a mile long with a grade of 5 per cent. It is lighted with mazda electric lamps and traversed by all South Hills trolley lines crossing the Smithfield street bridge, Routes 37 to 49 inclusive. Allegheny County is boring a vehicle tunnel through Mt. Washington from Carson street at Brownsville avenue to the foot of West Liberty avenue. Work is going on although a suit to restrain the prosecution of this work is now in the Supreme Court of Pennsylvania, to be decided soon. This is a much desired improvement.

WOMEN'S ACTIVITIES

The Women's Industrial Exchange is on Oliver avenue, above Liberty avenue, adjoining the Meyer-Jonasson store. The various industries conducted here will appeal to women visitors, and the luncheon feature, especially, recommends itself.

The Catholic Women's League of the Diocese of Pittsburgh has its headquarters in Room 506 Schmidt Building, 339 Fifth avenue. There is an official secretary in charge from 8:30 A. M. until 5:30 P. M. daily. This association has a wide field of work. The main object is to unite all Catholic women, either as representing organized bodies or as individual members into one grand federation or union to aid in religious, educational, and charitable work, assist the orphans, relieve the poor, provide homes for friendless Catholic children, and engage in any other work of zeal or public charity. The secretary's duties involve the directing of strangers who apply at the office to respectable boarding houses, or homes; and if they are without funds to secure shelter for them in some one of the charitable institutions approved by the church; also the obtaining of employment for women and girls with reputable firms or families; there is also a capable field worker whose time is given to the care of unprotected young girls or women who come to the city seeking employment, obtaining respectable boarding houses or homes for them; assisting them in obtaining employment, and keeping a friendly supervision over them afterwards.

The Pittsburgh Teachers' Association has its headquarters in Room 103, Bessemer Building, at Federal street (Sixth street) and Duquesne way. This association was organized in April, 1904, and now numbers about 1,100 members. Its aim is to advance the public schools by improving conditions for teachers and pupils; to develop public sentiment regarding the dignity of the teacher's profession. The association publishes a monthly, "The School Bulletin," detailing matters of pedagogical interest. The association encourages sociability among its members; arranges and manages lecture courses, and disburses sick benefits.

Twentieth Century Club.—At the northeast corner of Grant and Parkman boulevards is the handsome building of the Twentieth Century Club. This club was organized in 1894, and the building it occupies at the present time was formally opened in the fall of 1911. The building is 60 x 70 x 60 feet. It has six club rooms on the first floor, the second floor is entirely occupied by an auditorium, seating 450; on the third floor is a large dining room, kitchen and house-keeper's suite, and on the fourth are the servants quarters. The club has committees on Lecture, Hospitality, House, Music, Dramatic, Home Economics, Legislative, Whist and Debate. The Lecture committee arranges for one morning lecture each week, and one Thursday afternoon each month is in charge of the Music, Dramatic, Home Economics and Debate Committees respectively.

New Era Club:—One of the most progressive of the Women's Clubs of Pittsburgh is that known as "The New Era Club of Western Pennsylvania," which holds its meetings in McCreery's Department Store, on Wood street, on the second and fourth Wednesdays of each month from October to May. This Club has a membership of 250. The object of the Club is literary, philosophic, civic, and educational. Visitors are always welcome at their meetings.

Business Women's Club of Allegheny.—This Club was organized in April, 1886, and originally called the "Helping Hand Society." Evening classes have been maintained since its organization, and a noon-day luncheon served at a nominal price. The object of the club is to promote the welfare of women, more particularly those dependent on their own efforts for support, by cultivating a spirit of fellowship and co-operation on the basis of moral and religious standards without sectarian distinction. The club has a commodious and attractive house at 515 Arch street, North Side. Luncheon hours are from 11 A. M. to 2 P. M., during which time the Rest Rooms are open and are well patronized. A supply of good reading matter is kept on hand. Guests are privileged to bring their own lunches, provided they send in one order. Many avail themselves of this privilege. The Club House is one block east of Federal and one block below Ohio street. Western avenue cars on Routes 18 and 19 to Arch street, are available to reach the Club House.

The Council of Jewish Women.—Greater Pittsburgh Section, is a religious, educational, philanthropic and civic organization, which has its own headquarters, located at 707 Forbes street, practically in the heart of the City with easy access to all civic interests. The enrollment is nearly 1,000 women representing all walks of life. The committees are made up of the following activities: Education, philanthropy and religion. The council is affiliated with sixteen civic organizations, local, state and national. The council is national in its scope, having sixty-nine sections. The national headquarters are at 216 East Broadway, New York City. The council was organized in Chicago in 1893. The Pittsburgh branch is but a few minutes walk from the Court House.

Y. W. C. A. and Branches.—The elegant six story building at 59 Chatham street houses the Central Young Women's Christian Association of Pittsburgh. Directions as to locality have been given under the head "How to Reach Hotels from Depots, Etc.," which see. To secure a room at the Central Building, send a deposit of \$1.00, make checks payable to Central Y. W. C. A., to 59 Chatham street, stating time of arrival and possible length of stay. Refund will be given if transient stays but one night. Charges for single room are 50 cents per night; double room \$1.00 per night. Board is a la carte. Baggage may be checked free of charge for a limited amount of time.

Attention is directed to the rules in force, viz.: 1. Rooms must be vacated by 12:00 noon on day of departure. 2. Notice must be given by 9:00 A. M. if room is desired for a longer time than already engaged. 3. No trunk can be delivered or taken away on Sabbath. The office of the General Secretary is at the Central Building. The Duquesne way annex is at 424 Duquesne way, or on the Allegheny wharf between Fancourt and Stanwix streets. Directions have been given to reach this building; see under "To Reach Y. W. C. A., Central Building."

Lawrenceville Branch.—This is located at [231](#) Fortieth street, between Butler street and [Penn](#) avenue. The Boarding Home has accommodations for rooming sixteen girls. Twenty can be seated at the table, which is patronized largely by young women of the neighborhood. Transient guests are accommodated if possible. The features of this branch are evident in a daily program which provides a Bible Class, and Sewing Class on Monday; other clubs and Bible Class on Tuesday; Children's Club, Bible Class, sewing and games on Wednesday; a club meeting for young girls on Thursday; the Gymnasium Class and Girl's Club on Friday. The Club's entertainment Bible Classes are well attended. Girls are cared for free of charge, and helped to obtain positions when necessary. This branch is reached by Butler street cars to Fortieth street, Routes [93](#), [94](#), [95](#) and [96](#), and Penn avenue cars on Routes [88](#), [91](#), and [92](#); and [72](#) and [79](#) from East Liberty, stopping at Fortieth street.

The Hill Top Branch is at [247](#) Charles street, Knoxville. Knoxville cars Routes [44](#) and [47](#) are preferable to reach the building.

East Liberty Branch.—The Young Women's Christian Association in the East End is at [219](#) Collins avenue, near the East Liberty Station. It has a public dining room, accommodates [24](#) permanent roomers and eight transients at one time. It has a rest room, library and parlors open to all women. Classes in Bible, domestic art, and a glee club and dramatic club with other clubs and classes; lectures, musicales and various entertainments are conducted in this building. Reached by cars on Routes [75](#), [88](#) and [91](#) to Penn and Collins avenues; also by Route [79](#) coming west from Shady avenue. From the East Liberty Station of the Pennsylvania Railroad, it is a short walk to the building.

There is a Y. W. C. A. branch also in the People's Bank Building, in McKeesport.



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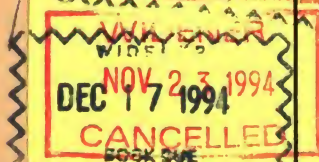
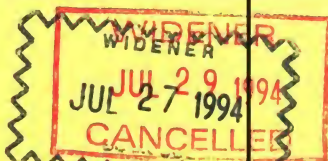
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